



# *The Canadian Avanti*

Official Newsletter for the Canadian Avanti Owners Association

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## **President's Message**

Well, it seems despite the changeable weather we've been having in Ontario that the season seems to be up and running at last. Lots of shows and events this year so it looks like things are getting back to some sense of normal after the Covid debacle. People as always want to get out and enjoy the events and camaraderie that come with driving and showing off our cars. I attended a local cruise night recently and one comment stood out for me. As I was checking out a beautiful 58' Chev Impala, someone mentioned the fact that so much change took place between the 1950's and 70's, a brief 20-year time span before the "Jelly Bean" era of design when every make and model became somewhat homogenous. I mean, compare anything from 2004 to 2024. That era was something that likely hadn't happened prior nor will ever again. Perhaps also the fact that a certain generation growing up during that period before the internet and cell phones, seemed to have a natural tendency for 'hands on' interests when we were actually involved in fixing and maintaining our rides or with the help of friends and neighbours. And let's face it, how many of us in our late teens or twenties could ever afford a "New" car. Also of course, those rides were actually repairable by just about anyone who had a smattering of basic tools and had access to local junk yards for 'less used' bits and pieces. Cars were actually a part of our lives and memories, both good and bad. Of course, design also had a

lot to do with it. I mean these days can you really tell the difference between a Cadillac and a Chev SUV except for maybe the tiny badge stuck somewhere...and what? A Cadillac SUV!!! Now head out to a car show and tell me you can't tell the difference between the two. Ah, those WERE the days. Likewise, I really don't think the nostalgia issue is the determining feature for collecting, preserving, and or restoring these cars as they represent a much broader aspect of our collective history and culture similar to Historic architecture or engineering. Anyway...I guess I've rambled on enough.

Back to our collective interests in the Avanti, we are fortunate that due to the persistence of a classic design despite being a low volume model, just about every piece and component as well as the expertise to restore these cars are still available at what are actually reasonable prices. A friend of mine recently restored a 92' Chev Silverado Pick up and I was blown away at what he paid for things like bumpers, side trim, reproduction factory wheels etc. Yikes. So of course, we all cringe when we get any bill these days, just seems to be the way things are. But in perspective, the Avanti is still an amazing deal for what you are getting and likely to hold its own against other domestic makes and models.

And let's not forget about the AOAI International meet in Detroit this September!



Check out details on the AOAI website. Harvey Snitzer and Bill Krueger have put together an excellent program of events and of course, there are so many things to see and do in the Motor City and environs, make it a destination Holiday! Hope to see you there.

Lots of events coming up this summer wherever you happen to live, so check out your local sources and enjoy the days. As I always say, “why is winter so long and summer so short?” Carpe Diem!

*Steve Wohlber*

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## **Editor’s Message**

Hello fellow Canadian Avanti enthusiasts, how are you all doing? Thankfully Steve has sent some material for me to distribute. Otherwise, it’s been mostly quiet regarding Avanti matters for me. I do receive from time-to-time terrific material from Susan Lusted for chapter newsletters and the like, but as I see most of that info again in the Studebaker and Avanti magazines, I don’t regurgitate it in this newsletter knowing folks can likely see it elsewhere.

Therefore, please feel free to send me anytime any material you may have for this newsletter. Including pictures, stories, drives, experiences,

and so on, it would be my pleasure to compile a newsletter and share with the membership. As you may recall I live sort of out of the way (what is considered northeast Alberta), so I look forward to reading about other folks’ experiences hence my being a member of the CAO, AOAI, and SDC. In this fast-paced digital world I always find joy in relaxing with a magazine or newsletter.

Please keep in touch,

*Shawn Brockhoff*

[sb58regent@outlook.com](mailto:sb58regent@outlook.com)

## **Canadian Avanti Owners Association Chapter Officers and Support Personnel**

The Canadian Avanti Owners Association (CAOA) is a non-profit volunteer run organization committed to preserving the history of the Avanti automobile. We currently have members located in all provinces across Canada. We are a Chapter of the Avanti Owners Association International [www.aoui.org](http://www.aoui.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 CAO 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 please contact any of the following:



- President: Steve Wohleber, 705.383.2432, [sbwohleber@gmail.com](mailto:sbwohleber@gmail.com)
- Vice President: Hugh Campbell, 519.978.0600, [avanti@cogeco.ca](mailto:avanti@cogeco.ca)
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- Technical Advisor: Peter Sant, 613.966.5160, [psant@cogeco.ca](mailto:psant@cogeco.ca)



## Membership Forms for the CAO and the AOAI

If you would like to be a member of the CAO please consider joining us. You may access a membership form for the CAO at <http://canadianavanti.ca/membership.html>, and the website for the Avanti Owners Association International (AOAI) is <http://www.aoai.org/index.php> you may enjoy that too. Neither membership requires ownership of an Avanti (Studebaker or successor). Should you have any questions or would like further information please contact any of the support personnel listed above.

## Members' Ads

From Will Norton, Ontario SDC: I have a complete Avanti front and rear bumper set with most brackets. I would like to sell these bumpers as a package and am open to reasonable offers. They will need to be re-chromed but they are excellent cores. I also have other various Avanti parts. Please contact me by phone 613-777-5314 or [wannorton1@gmail.com](mailto:wannorton1@gmail.com)

*Members' Random Pics>  
I took this image from the CAO website. And I am certain it appears elsewhere. Nonetheless, please don't test me, but I'll try my best to remember – Shawn ☺*

Avanti Chronology	
<b>1961 – 1962 Sherwood Egbert's inspiration and Raymond Loewy's masterpiece</b> 1961 Egbert envisions a sports/luxury vehicle to boost Studebaker's image 1961 Loewy assembles Avanti design team in Palm Springs, California in March 1961 Full-size clay mock-up presented to Studebaker board in April '61 1962 Avanti debuts at the New York International Auto Show in April '62 1962 R-3 driven by Andy Granatelli at Bonneville shatters 29 U.S.records 1962 Avanti's arrive in Studebaker showrooms summer of '62	 1963 Studebaker Avanti
<b>1963 – 1964 Studebaker Avanti</b> 1963 Studebaker manufactures 4647 Avanti's from June '62 to December '63 1963 '64 model is built from August to December '63, but there is some overlap 1964 The glory ends prematurely as Studebaker closes South Bend 1964 Nathan Altman purchases all rights, equipment, and parts	 1964 Studebaker Avanti
<b>1965 – 1982 Avanti Motor Corporation – Avanti II</b> 1965 Avanti Motors press release issued Monday August 2, '65 1965 45 new Avanti II's are produced as 66 models 1968 100 cars built for Avanti II's third model year 1973 10th anniversary generates national publicity 1976 Nate Altman dies leaving his brother Arnold in charge of the company 1982 Stephen Blake purchases Avanti Motors on October 1, '82	 Avanti II
<b>1982 – 1985 Avanti Motor Corporation – Stephen Blake</b> 1983 Contoured, body-colored bumpers replace chrome ones 1983 Limited Edition 20th Anniversary car introduced 1984 Limited Edition Touring Coupe introduced 1984 First prototype convertibles produced 1985 Blake files bankruptcy in October	 1983 Blake
<b>1986 – 1988 New Avanti Motor Corporation – Michael Kelly</b> 1986 No '86 cars produced 1987 Limited Edition Luxury Sport Coupe (LSC) introduced 1987 Production moved from South Bend to Youngstown, Ohio	 1984 Blake
<b>1989 – 1991 Avanti Automotive Corporation – John J. Cafaro</b> 1989 Four-door sedan unveiled at the New York Automobile show 1991 Avanti production ends after 29 years	 1990 Four Door
<b>1992 – 1999 AVX – Jim Bunting</b> 1993 Tom Kellogg submits designs for an Avanti AVX 1996 First one-of-a-kind AVX shown at Studebaker meets 1997 Production prototype shown at Avanti meet in South Bend	 2002 Convertible
<b>2000 – 2006 Avanti Motor Corporation – Michael Kelly</b> 2000 John Seaton and John Hull form Avanti Motor Corporation with Michael Kelly 2001 A 2001 Avanti is produced in Villa Rica, Georgia from GM chassis 2003 Avanti Motors introduces Studebaker XUV at the Chicago Auto Show 2004 Introduction of a 2005 model Avanti using a Ford chassis 2005 Avanti Motors and Studebaker develop 2006 models 2006 Announced new operations in Cancun, Mexico, in October 2006 Mike Kelley arrested for operating Ponzi scheme in December 2007 to Present. Website still active, <a href="http://www.avantimotors.com">http://www.avantimotors.com</a> , not updated since 2007	 2005 Convertible