



The Canadian Avanti

Official Newsletter for the Canadian Avanti Owners Association

November 16, 2020

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President's Message

Well, as we all know it has been quite a year. The biggest change for me is missing all those great times with fellow members and local as well as regional events. I put a total of 50km on the 63 and maybe 300 or so on the 89 thanks to a few 'drive bys' not far from home. Guess I won't bother changing the oil this year. Both put away now and looking forward to better opportunities next year. I did however take the opportunity to do some detailing of both cars that had been put off for a couple years now, so should be ready to go come 2021. We that all of you and your families are healthy and keeping well.



I would also like to remind you that 2021 Calendars are available and that membership is due as well. How about some Covid relief? This year we will accept \$20.00 for membership with calendar included which amounts to only \$5.00 membership dues as the calendars cost us \$15 with postage and envelopes. Available for the first 30 who sign up. After our 30 calendars are gone, membership will remain at \$5.00. Now there's a deal and no, your tax dollars won't have to pay for it in the end! We continue to support the Ron Hall Avanti at the Studebaker National Museum and our contribution to the International meet that was cancelled will be applied to next year's event. Otherwise, as you can understand, not much has happened otherwise.

Steve Wohleber



Editor's Message

A couple Saturdays ago my youngest son, Nathan (Nate for short), asked me if we could go for a Studebaker Avanti ride. Because of the cold weather I wasn't doing anything for fall projects outside anymore, so for the afternoon I said that for sure we could. Nate was very excited and was looking forward to his bringing along an old portable CD player that I had in storage for decades until recently showing him it, and he thought it might be able to play into his portable Bluetooth speaker he got last Christmas. He wanted to bring this old and or new music setup along so he could bring his favorite CD for listening to during the drive, Marty Robbins Greatest Hits.

During the afternoon it was partly sunny, there were a few clouds, and the occasional snow flake fell. We donned our warm jackets, toques, and lined gloves. Nate also put on some long-johns. Inside my unfinished and unheated shop it was just above minus ten degrees Celsius (-10°C) in temperature. I pumped Blue Bird's (my 1963 Studebaker Avanti) accelerator pedal several times as I normally do for starting, and afterwards turned the ignition key for several seconds. Blue Bird was not firing. Okay, it's a little brisk out, so let's try this again. As before, pump the accelerator pedal a few times, engage the engine starter, and again no firing. Hmm, Blue Bird is being a little reluctant to go which is never the case. Several more accelerator pumps, turn the ignition key for several more seconds, and no firing. Okay maybe I flooded Blue Bird. Let's try again once with the accelerator pedal fully pressed to the floor and engage the starter. Still nothing. Though Blue Bird's engine is readily turning over and his battery isn't laboring, let's open his hood and attach a battery booster pack it being cooler out.

Also, let's remove Blue Bird's factory chrome air cleaner cover and pour a couple tablespoons of fuel (even though its premium 25:1 premix fuel – all I currently had on hand) down his carburetor throat. And to keep our under briefs/long-johns clean, let's reinstall his air cleaner cover to mitigate any exciting escaping backfire. So, like before, pump the accelerator pedal a few times, and... youngest son Nate interrupts "Hey dad, there's something flopping around in Blue Bird's engine compartment". Me, "What's that son"? Nate, "There's something, mechanical, flopping around in Blue Bird's engine compartment". Me, "Hmm, really??? Well before I turn the ignition key let's investigate".

Something mechanical flopping around fortunately took only a couple seconds to diagnose. Blue Bird's carburetor/accelerator linkage was apart laying gracefully across a glistening Studebaker Jet Thrust 289 factory chrome valve cover. No lackadaisical flopping about happening because I wasn't currently pumping the foot accelerator. Yay an easy fix! Reattach the carburetor/accelerator linkage, and upon retrying starting, Blue Bird starts right up!! His dual glass pack mufflers are musically resonating inside my shop again!!!



A quick check and readjustment of Blue Bird's carburetor/accelerator linkage, and we are happily off for a couple hours. Let's drive to Bonnyville, fill Blue Bird up with some premium fuel, and enjoy the marvelous music of Marty Robbins!

Our first stop is at a bulk fuel station in Bonnyville. While Blue Bird takes in fifty something litres of premium fuel and some very light snow is falling, a semi-truck driver hauling a load of hay bales also fueling up comes over and tells us he thought he'd never see an Avanti in person during his lifetime. He leaves more than impressed also saying that wow nothing made today even compares! I smile, thank him, and inwardly (dis)agree, as I believe every manufactured item has its own merits even including what's built today. Someone somewhere ingeniously had to come up with a design no matter how simple or complex the item was and or is. Even a failure or ineffective item took initiative to pursue and I fully admire that. (Albeit there are times I question their manufactured result, what the heck were they thinking???)

Nate and I continued on with our drive appreciatively enjoying Marty Robbins entertaining us. Though regrettably the day is likely Blue Bird's last drive and with people enquiring, waving, or giving us thumbs up until the warm season is upon us again next spring, I am truly fortunate to own him a mostly original 1963 Studebaker Avanti*. He offers me a lot to marvel at. He also offers me a lot to ponder about. And he invaluable frequently enables me the accompaniment of my wonderful son Nate.

Warmest regards,
Shawn Brockhoff
Bonnyville AB

(* Bluebird's powertrain and undercarriage is unbelievably like new and all original. Whereas his current paint, interior, and tires and wheels, are like new being redone/replaced in 1974/76. Also not original his fluids are frequently changed, he has gone thru a few batteries, and his glass packed mufflers replaced his original mufflers three years ago.)

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 CAOAs 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 CAOAs please contact any of the following (on the following page):



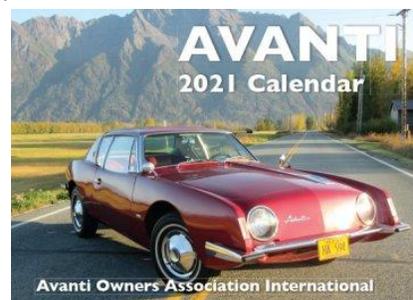
CAOA Chapter Officers or Support Personnel

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CAOA Membership 2021 Dues, and the AOA Avanti 2021 Calendar

Contrary to the norm of escalating prices over time for goods, this year's CAOA annual membership cost is going down! As Steve mentioned earlier in his president comments, the CAOA membership for 2021 is only \$5.00 for the year! That's a CrAzY gReAt BaRgAiN just \$5.00 lol!!!

And the CAOA is continuing to offer the AOA Avanti annual calendar including shipping in Canada to CAOA members for only \$15.00 Canadian monies! Though the CAOA only has thirty calendars available. So register early for your CAOA 2021 membership if you'd like to add an AOA Avanti 2021 calendar to your fee as the first thirty payers for an AOA 2021 calendar will receive it.



Please contact David Moxam CAOA Treasurer (his contact info is earlier in this newsletter) to purchase a 2021 CAOA membership and possible AOA 2021 Avanti calendar.

How to Make a New, Reliable, Economical “1964 Studebaker Battery” by Peter

Rutledge, Potomac Chapter, SDC

For the 1964 model year, Studebaker began offering a car battery with their name on it. Among other applications, it was used to fill the newly-designed battery tray in the '64 Avanti, a space formerly designed for and filled by the unusually-shaped (long and narrow) 3EEE battery. While I haven't researched it, I'm pretty sure that Studebaker did not actually manufacture the battery. Although the new battery looked pretty much like any other car battery, it did have a couple of distinguishing features. It had a nice big Studebaker battery label on top and it had six colorful white and orange filler caps. One of these original batteries is on display at the Studebaker National Museum (according to the Avanti Authenticity Manual). A picture of it can be found in the [1964 Avanti Accessories Manual – proper title?].



For some of the more popular collector cars (e.g., Corvettes), you can actually buy reproductions of the batteries originally in these cars (or even a false topper that makes most any battery look like and original). Probably needless to say, reproductions of vintage batteries are quite expensive, and I've read that they often don't last all that long.

One cannot, however, buy a reproduction of a 1964 Studebaker battery. But you can easily and economically make your own. The Studebaker battery label is readily available for only a few dollars from Studebaker parts sources like Studebaker International and others. But the best, and most surprising part is that you can also get reproductions of the distinctive filler caps. One day recently while searching for vintage battery reproductions on ebay, I noticed a seller in Belgium, of all places, offering stick-on battery caps for Mopar muscle cars that looked strangely familiar. He sells them complete with a Mopar battery sticker so that a Mopar muscle car owner can dress up a modern battery to look like the one originally in their car. All they need to start with is a flat-top battery, i.e., one with no protruding filler caps. Then they can stick on the Mopar sticker and the stick-on filler caps and, *voila*, a "vintage Mopar battery" with the reliability and affordable price of a modern battery. The best of all worlds.

Well, the Belgian battery caps looked familiar because they look exactly like the Studebaker battery caps—orange center, white periphery, and the words "Fill to Indicator" embossed on each cap. So if we start with a flat-top battery, add the Studebaker battery sticker in the right location, and then add the Belgian stick-on caps in the right places, *voila*, a "1964 Studebaker battery".

For a 1964 Avanti, there is probably any number of flat-top group 24 batteries to choose from. But the case needs to be black, which rules out some batteries that have white, green, or some other color case. And it should be devoid of any embossed brand names or other words on the case. In other words, it's a battery that can be made completely anonymous by simply removing its brand name stickers. It should also have a conventional and simple cubic shape with relatively plain edges. I shopped on-line and based on appearance and price chose a Ray-O-Vac battery from Batteries and Bulbs. Unfortunately, Batteries and Bulbs is discontinuing the Ray-O-Vac battery and replacing it with Duralast. I preferred the Ray-O-Vac because based on the on-line picture its case design was simpler, like the Studebaker battery case. My local Woodbridge store had none of the Ray-O-Vac batteries, but I found that one was available in Springfield. And it was even cheaper (about \$85), so I went there and got that battery. As it turned out, the battery case did not match the on-line picture. Instead, the Ray-O-Vac battery case looked just like the Duralast battery case, even though it was labeled Ray-O-Vac. I guess there are fewer battery manufacturers than we think. Oh, well, the battery bracket in the car covers most of the edge of the case that has the frillier appearance. So I went home with what was essentially a Duralast battery in Ray-O-Vac clothing. If you follow my example, you will most likely end up with a Duralast-labelled battery with the same case as mine.

I had previously ordered and had on hand a Studebaker battery sticker from Studebaker International and the six stick-on battery caps for about \$23 from the Belgian ebay seller:

<https://www.ebay.com/usr/weskar? trksid=p2047675.l2559>.



The first thing I did in transforming my new Ray-O-Vac battery into a 1964 Studebaker battery was to remove the handle. Then I removed all the manufacturer's stickers and cleaned the battery with grease and wax remover solvent. That left me with a pretty simple-looking, clean, black, flat-top battery. Comparing what I had with the picture of the Studebaker battery in the Authenticity Manual, I trimmed some white off the Studebaker battery label for a better fit and applied it in the proper location on the top of the battery. Conveniently, this battery has six small, flat (flush), filler ports in the top that are in the same locations where the six filler caps on the Studebaker battery were located. I used these as guides, together with a paper template that I made, to locate where the stick-on filler caps should be installed. I carefully applied the stick-on caps. *Voila*, for a total cost of about \$111, a new, reliable, "1964 Studebaker battery." After installation in the car, I was pleased to notice how the orange in the caps nicely complemented the orange radiator fan and the orange supercharger, to add just a little more bling to the engine compartment.

I also like the fact that when this new battery gets old and needs replacement, I will be able to remove the stick-on filler caps and use them on my next "1964 Studebaker battery." Of course, I might have to spend another \$3 on a fresh Studebaker battery sticker.

Odds 'N' Ends by Pete Yuen

We live in an ever- changing world. Some things comes and some things goes, others may stay. This is the nature of things. This year, 2020, there is the Corona Virus. It came but it has not gone yet, but hopefully soon. It has caused hardship on families and businesses with many that had to cease operations in order to help keep the virus from spreading from one person to another person or persons creating a chain reaction and soon, many people would get infected. As the businesses closed, many are at home with little to do.

In my neighborhood, some of the residents having a lot of time on their hands, must have thought that it would be a good idea to put some oil into the lawnmower crankcase. Having the right amount of oil in the motor is good but having excess an excessive amount of oil in the motor is not good.

One resident's mower that had been over-filled with oil had so much oil inside of the cylinder that the engine felt like it was seized as the starter-rope was pulled due to the fact that the oil is difficult to compress. Another mower had somewhat less over-fill of oil created a large cloud of smoke when it was operated and, on another mower, the air filter element became saturated with the engine having an excess oil problem. These are easy fixes but the problem would not have been created if the mowers had the correct amount of oil. Check with the dipstick, inserted as deep into the crankcase as far as it would go before taking a reading.

A couple of tips before storing your gas-powered mower:

- 1 – Run it completely out of gas or use a gas stabilizer to keep the gas from going stale. My preference is to use gas that does not have any alcohol.
- 2 – Pull on the starting rope until you feel compression and leave it there.

If these 2 things are done, usually the mower engine will be easier to start for the next time that the mower is to be used.

On another note - Pete's "Thought of The Day": You do not have to brush all of your teeth, just the teeth that you want to keep!



For Sale

FOR SALE - Original 1964 Avanti parts removed from one car during a frame-off restoration. Wide variety of interior and exterior original parts for sale as one package only (to include all parts) for \$950.00 or best offer (takes all). Please email seller for photographs at avanti.1964@rogers.com.

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 😊

