



# *The Canadian Avanti*

Official Newsletter for the Canadian Avanti Owners Association

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## **President's Message**

Hope all of you are doing well and keeping healthy. It's been quite the summer, between Covid and a lousy Spring into July, in Ontario at least we did get to enjoy a month or so of fine weather into September. Likewise, October has been more like what July should have been! Well, I guess 2021 is pretty much a wrap by now. I almost think there were fewer events/shows than last year. We made it to one show an hour or so away, and that was pretty much it. Very well attended tho with over 150 cars. A number of rides here and there but certainly a letdown after last year. Also, with the border to the US still closed, those of you close by, have been denied those events/swap meets as well. Surely 2022 will see a return to some kind of business as usual.



Sudbury charity show for Kids with Cancer. Barb and Dave Moxham's 63 R2 4 spd., and Barb and Steve Wohleber's 89.



So just to announce, THE 2022 CALENDARS ARE IN. As last year, send Dave Moxham \$20.00 and you will get a calendar and renewal of membership. Calendars alone are \$15.00. Your membership dues are critical to us as it allows us to continue sponsorship of the Ron Hall Avanti at the Studebaker National Museum and also to contribute to the annual International Meet, which will be in South Bend, the home of Studebaker/Avanti, in 2022. Not sure of dates yet, but something to consider if you have never attended. You will meet lots of Avanti friends, helpful advice, no matter your problems, automotive of course :) and a wealth of new and spare parts, associated items, attend workshops etc. You also have the opportunity to visit a number of buildings associated with the history of Studebaker as well as the National Museum. A great time and host city. And of course, one more tip for those of us who spend time on our backs under vehicles...how long before your neck cramps up?

A guy who works for mining companies up north was staying in town for a while during a wind farm build. He is a mechanic, specializing in electrical/electronic work on heavy equipment. Got to know him and asked if he could help me get all of the lights working on my 89 Chev short box. It had been worked over and hot-wired in a number of places. Some underneath work required and he asked me if I had an old 11 litre water jug around. I cut and use these to collect oil when I do changes and he saw one. I said sure, what do you need it for? He said, watch me. Wow....a genius...he used it as a 'pillow' under his head while lying on the garage floor, said it saves his neck from cramping up, learned it from an older guy who worked in the field (outdoors, any weather) and always kept one in his truck. I've used one ever since and a great 'pain saver'. Just passing along one of those 'out of the box' tips. All the best. Likewise, I see in the latest Avanti Magazine that Dan Booth had some comments about opening a hood on an 89. Yes, tho I never saw it, there IS a rubber plug under the latch...but as even Dan said, it could be a bit of a challenge to access it from under the dash. Understated if you want my opinion. I actually had to use the secondary cable this Spring and yes, it did work, BUT...forget the finger loop! Leave a much larger loop and wear heavy work gloves if you don't want to amputate a finger. It did work but requires a pretty stiff pull. Likely same for the trunk. Anyway, old dog still learning new tricks the hard way. Don't worry, I still have all my fingers!

All the best, and may you enjoy many more miles ahead.

Steve

### **Editor's Message**

A couple weeks ago Nate (Nathan, you may recall, my youngest son) and I met a very nice lady Olga (Ollie). Dad was helping Nathan buy his first car. And unlike dad's auto ownerships, Nathan has had the experience to visit the city where his automobile was fully manufactured, Cologne Germany.

Ollie owned the car since new until now for thirty-two years lovingly with her late husband Frances. She told me that her very first speeding ticket was issued to her in this car. I asked her if it was her first and only ticket, and she laughed saying she afterwards had a few more. She also shared the experience of when the car was newly bought, how her husband Frances excitedly called saying, "Hey Ollie, do you want to see a real car!"



Ollie, Nate, and me.

Though Nate and I are always fascinated with the design and engineering of anything manufactured, it's the experience of the ownership we truly cherish. Nate, my daughter Serena, and I are very happy to have met Ollie. She and her husband had great times with this automobile. Likewise, Nate and our family look forward to continuing the memory making with the Merkur and sharing those with Ollie along the way.

I am fortunate all my children are history aficionados. Thus, does anyone have an inexpensive winter driver to sell Nate? What he thought was caringly going to be his first and everyday car, he is putting his like new 1989 Merkur Scorpio into winter storage. This Merkur is a very special and sentimental automobile. Additionally, I fondly remember as a young single man (while being a university student) seeing one new in a dealership and afterwards how cool it be to own one. Nate believes this Merkur Scorpio is going to be his forever classic car, and I concur.

Thank you, Ollie, and Frances, for the 1989 Merkur Scorpio.

Warm regards,  
Shawn Brockhoff

PS – Nate says his Merkur Scorpio very much reminds him of an Avanti. He states that from certain angles the front of his Merkur (including its smallish grill) is quite similar to my 1963 Studebaker Avanti, and from other angles it is sleek like an Avanti though with a more contemporary appearance. My family is smitten with him and his Merkur modern classic automobile 😊.



Nate and his 1989 Merkur Scorpio.

### **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](http://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 please contact any of the following:

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**Winter Storage** by Jim Pepper

Regrettably it is that time of year again wherein we park our cherished automobiles for the winter season. Thus, here's an article from the Studebaker's Drivers Club forum by Jim Pepper regarding winter storage for your considering.

In an effort to keep vehicles from biodegrading due to road salt, many of our members in northern states store their Studebakers during the winter months. Improper storage procedures can lead to premature mechanical failure and unnecessary problems in the spring. The following steps will allow you to store a car for winter and successfully return it to the street in spring. I have also included the reasons for each step. The whole process should take two to four hours, but it is time well spent.

1. Fill the gas tank (3/4 tank minimum). An empty tank can collect moisture and rust internally. Avoid storing a vehicle with oxygenated fuel in it if possible. Oxygenated fuel has a very short shelf life, (about 30 days) can attack soft items such as hoses and gaskets, and it can corrode fuel system components.
2. Add a fuel stabilizer such as Sta-Bil per instructions. Fuel stabilizer prevents oxidation of the gas and formation of gum deposits in the fuel system. If you use E-10 fuel, make sure the product you use is made to treat ethanol type fuels.
3. Change the oil and filter. As an engine runs, unburned fuel, moisture, and by-products of combustion leak past the rings and contaminate the oil. As an engine sits, these contaminants react chemically with the engine bearings (ie. rod, main and cam). This reaction etches the bearings and bearing journals. This etching destroys the bearing surfaces and increases running clearance. Storing with clean oil prevents this from happening.
4. Lube the chassis. A lube job pushes out any moisture that might have worked into the various joints. This will prevent rust from forming and causing wear.
5. Check for proper strength anti-freeze. Drain, flush, and refill if it is more than two years old. Proper strength anti-freeze will prevent coolant from freezing. Drain, flush, and refill will keep acids from forming and keep the cooling system clean.



6. Start engine and run to achieve operating temperature. This is done to circulate the fresh oil and to introduce the fuel stabilizer into the carburetor and fuel system.

7. Remove the air cleaner and while the engine is at idle, spray fogging oil into the carburetor for about 30 seconds. Keep the engine running for a short time then let it die while still spraying. If it does not die on its own, shut it off. You can pull the plugs after shutting off the engine and spray directly into the cylinders for added protection but that is somewhat overkill. Re-install the plugs if you do this. This step puts a coat of oil on all the internal engine surfaces (cylinders, pistons, valves, etc.) preventing rust formation. 8. Cover the carburetor mouth with a piece of plastic or a small plastic bag and reinstall the air cleaner. Stuff a rag in each tailpipe and the cover with a small plastic bag and zip ties to seal them off. What this does is it seals off the engine from both ends preventing air exchange. This will minimize moisture in the air from condensing on cold (very cold) engine and exhaust parts.

9. Remove battery and clean and cover cable clamps, clean battery tray, clean battery top and posts. A battery should be stored, fully charged, on a block of wood or it can be left in the vehicle on the tray. A fully charged battery will not freeze or be damaged by cold. Do not store a battery inside your house or basement.

10. Jack up the car (truck) and place on four quality jack stands. Place the stands under the rear axle and under the front axle or lower control arms. This is done to promote air movement under the car to keep it dry. It also maintains the load on the suspension. Loading the suspension is important because it prevents the front upper frame snubber from being squashed and keeps rust from forming between spring leaves. Another option is to place the vehicle-on-vehicle dollies. That will keep the load on the suspension.

11. Remove all four tires If it is on stands. Cover each drum (disc) with a plastic garbage bag. Tie it off behind the backing plate, sealing it as good as possible. Nox-rust, chemically treated rust prevention paper or equivalent moisture absorber (desiccant packets) can be added to the inside of the bag but it is not absolutely necessary. This prevents brake drums and components from getting rusty. This step should be mandatory on any disc brake equipped vehicle. You can cover the tire and wheel assembly with the tire on the vehicle if your bag is large enough.

12. Wash and wax the exterior including polishing the chrome. Any chrome under the hood can be wiped with an oily rag, or polished with chrome polish to prevent rust or corrosion.

13. Place dryer several sheets such as Bounce throughout the interior, trunk, and under the hood. These deter rodents from hanging up a home sweet home sign for the winter. More is better. I also use one Fresh Cab Botanical Rodent Repellent purchased from the local Farm and Fleet store in each vehicle. Pull down the sun visors away from the headliner. Mice will also make a home above the visors if left up.

14. Cover the vehicle with a breathable car cover and wait for spring.

#### WINTER STORAGE MYTHS –

Starting an engine and running it every few weeks or once a month. Running for over an hour will only bring the coolant up to operating temperature. The oil and the exhaust system will not get warm enough to burn off all moisture present. A driving load is needed to do that. You will probably draw in more





## **Alice Cooper Avanti**

Awaiting on my satellite PVR to watch are two History Channel recent episodes featuring Counting Cars Alice Cooper Avanti project. If you haven't yet seen that, here is a link on YouTube to watch the second or final episode featuring Alice Cooper's Avanti by Count's Kustoms <https://youtu.be/rYaoN9QERlQ>

## **Racing Avanti** *by Mark Georgiades, Studebaker Lovers and collectors, Jim Grau photos from the Glory Days of Racing*

This article was featured in the Studebaker Packard Post earlier this year.



The Studebaker Avanti was one of my favorite cars of the 60s. Introduced in 1963, it had a checkered history extending through the 80s, the production rights bought and sold a few times after Studebaker's demise. I won't go into the details as they're not germane to this story. What intrigued me was the fact that Stephen Blake, one of Avanti's later owners decided to enter the car in the 1983 Daytona 24-hour race as an attempt to give the car exposure to a different buyer demographic and possibly increase sales. The race car was designed and built in relatively short order (6 weeks) but was a fairly professional effort. Two of the drivers were Joe Ruttman and Herb Adams, the former Pontiac engineer/part-time racer. The car used a 355 cubic inch Chevy engine, built by Bo Laws, a well-respected engine builder in Page 17 2021 JANUARY/FEBRUARY STUDEBAKER PACKARD POST Orlando, Florida. Two engines were brought to Daytona, one for qualifying which produced something in excess of 700HP and one for the race which produced a reliable 665HP according to Laws.



To everyone's surprise, the Avanti shattered the existing GTO class qualifying record for Daytona. In fact, the only faster cars were five Porsche turbos running in the GTP class (the very fastest cars). The Avanti had a fastest lap of 1:48.4 and a qualifying lap of 1:49.8, turning a top speed of 207 MPH on the banking. Immediately, 6 or 7 other teams filed protests. At that time, any team protesting was required to post bond to pay for an engine teardown and rebuild if the engine in the protested car was found to be legal. None of the protesting teams would post bond, so the IMSA chief steward, Charlie Rainville filed the complaint. (The governing body was not required to post a bond.) So because they could not afford an engine teardown even though their engine was legal, the Avanti team was forced to put their race engine in the car and qualify with it. They qualified it at 1:50.1, which was still Page 18 2021 JANUARY/FEBRUARY STUDEBAKER PACKARD POST GTO pole, but because their Thursday qualifying time was disallowed and they qualified on Friday, they were gridded behind two slower cars. When the race started, Joe Ruttman quickly worked his way up as high as 4th place, in front of many GTP cars, but early in the race he was forced to spin the Avanti into a dirt bank to avoid hitting a car in front of him that blew up as he was entering the banking.



The effort went downhill from there. The car killed the battery in the process of restarting and experienced electrical problems and rear end alignment issues the rest of the night as a result of the spin. They replaced the rear end and transmission in the middle of the night. Around daylight, a Porsche in front of them lost a wheel and tire which the Avanti immediately ran over, tearing off both of its headers, which required replacement. The Avanti finished the race in 27th place, still running. As far as I know, Daytona was the only race the car ever ran. It was supposedly taken back to the factory after the race. Its whereabouts today are unknown. What an interesting barn find this Avanti would be!



## **2022 Avanti Calendars (and CAO A dues)**

As Steve mentions earlier (in his president's message), "THE 2022 CALENDARS ARE IN". And similar to last year, sending Dave Moxham (CAOA Treasurer) \$20.00 you get a new 2022 Avanti calendar (including shipping and handling) and current renewal of CAO A membership for 2022. This is a great bargain considering the calendars alone are \$15.00.

## **Membership Forms for the CAO A and the AOAI**

If you have enjoyed reading this newsletter and currently aren't a member of the CAO A 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](mailto:sb58regent@outlook.com). Likewise, a membership form for the CAO A can be accessed at <http://canadianavanti.ca/membership.html>, and the website for the Avanti Owners Association International (AOAI) is <http://www.aoai.org/index.php>. Neither membership requires ownership of an Avanti (Studebaker or successor). Please take care thank you for reading 😊

