



# *The Canadian Avanti*

Official Newsletter for the Canadian Avanti Owners Association

April 17, 2020

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## **President's Message**

Well, "It was the best of times, it was the worst of times", (Charles Dickens) and so it seems these days. A challenge for us all. However, here we are and enjoying the first hints of Spring and the anticipation of getting old iron on the road again. I already have my list drawn up and just waiting for some warmer temps to proceed. Mostly just maintenance items and some detailing I have put off for a few years. Hard to say what schedule of events might take place or be cancelled, but my philosophy is: prepare for the worst but hope for the best. Anyway, I digress. We haven't received much news or items for inclusion lately, and until final decisions are made with regard to meetings, cruises, shows etc. it's difficult to foresee the future. So I have decided to take a hint from the Sports channels which are now filling their broadcast time with what they refer to as "rewind". Actually it's quite interesting to view events from years ago, note the differences and re acquaint with drivers and races that have been out of the spotlight for some time. Therefore I have gone back into our archives and pulled out a few items I thought would be of interest. I guess I didn't realize how many events and people we have been involved with over the last almost 20 years. As I purchased my 63 R1 in late 2005, I can only go back to 2006 when I first became a member of CAOA, and so I begin with an article from the Toronto Globe and Mail from August 2006. Hope I've brought back some fond memories from times past and look forward to more in the future.

Wishing you all the best and lots of miles to come.

Steve Wohleber



**AUGUST 2006: Those Studebakers Just Won't Die** (Toronto Globe and Mail - BOB ENGLISH)

*This is a tale of two Studebaker Avantis, locally based examples of the 45-year-old car that simply refuses to die.*

*Built for only two model years, 1963-64, the original Avanti has a strong enthusiast following that keeps many of the 4,800 produced still on the road. At the time of its first near-death experience, the car had such a unique appeal its production was taken over by a succession of hopefuls, one of whom still builds them in Cancun, Mexico.*

*The Avanti was designed in 1961, and production began in 1962. It ended with the 1964 models when a failing Studebaker closed its factory in South Bend, Ind.*

*At the time, the car was a sensation, a rival for the Corvette or the E-Type Jag. Styling was done in a week around the Palm Springs pool of famed designer Raymond Loewy. The car, built of what was then still rather exotic fibreglass, also had front disc brakes, and its Studebaker-built 289-cubic-inch V-8 engine could be ordered with a supercharger that bumped output to 300 horsepower.*

*The Avanti was obviously just too cool to fade away, and a couple of South Bend Studebaker dealers bought up all the bits and pieces to create Avanti Motor Corp., which produced the Avanti II with General Motors engines.*

*The company was sold in the early 1980s to an individual who soon went broke, and the assets ended up with two new partners, one of whom bought out the other in the late 1980s, and moved the operation to Ohio. After dropping a reputed \$25-million (U.S.) into the project, he, too, was out of the Avanti business within a few years.*

*But the story wasn't over. In the 1990s, another project was launched, with Tom Kellog, one of the original designers of the car, hired to style the AVX (Avanti Experimental). Only a handful were built.*

*Avanti was sold yet again near the end of the decade, this time to a Mike Kelly who set up shop in Georgia, and then moved to Cancun, where the cars are still produced, now on Ford Mustang underpinnings. It is believed that about 10,000 Avantis have been built over the years.*

*Lined up alongside all the hot Japanese hatches and muscled-up modern American machinery at a recent drag-racing test-and-tune event at Shannonville Motorsport Park near Belleville, Ont., Peter Sant's fully restored red 1963 Studebaker Avanti certainly stood out -- and stepped out.*

*Sant's Avanti is raring to go. Stock, but packing a factory-installed Paxton supercharger and "tuned to the Nth degree," the old girl can still pick up her skirts and make quarter-mile passes in 14.5 seconds, with a trap speed of 156 km/h.*

*That's a safe speed for Avantis, incidentally. It wasn't unknown for the rear window to blow out of early cars at more than 160 km/h.*



*Sant grew up in nearby Dundas, Ont., and his best friend was the son of a local Studebaker dealer, so he says he just naturally gravitated to the company. Now semi-retired and living in Belleville, he returned to drag racing in 1998 after hanging up his helmet for the first time in 1957, shortly before he lost his purchasing department job at the Studebaker of Canada factory in Hamilton.*

*Studebaker was founded as a wagon-building operation by brothers Henry and Clem in South Bend in 1852. It ventured into the automobile business early in the last century, began building cars in Walkerville, Ont., soon after, and moved to the factory in Hamilton in 1948. It closed its doors in 1966.*

*Sant drag-raced a V-8 Commander State Starlight Coupe before getting married, having a brief fling with a pair of 356 Porsches, raising his family and settling into a career with Revenue Canada. His interest in Studebakers was rekindled when he saw a number of them in a yard and stopped for a look. Hooked again, he soon found a 1953 Champion Regal on which he "restored every nut and bolt."*

*Sant's Avanti came from the shop of some vintage racers in Rochester, N.Y. What he found there was a complete -- and in surprisingly decent shape -- R2 (supercharged) version with Power Shift three-speed automatic transmission that soon benefited from the Sant touch. He's hailed as the Studebaker technical guru among the faithful in Canada.*

*He first dragged it at a Studebaker meet in Stanton, Mich., where it proved "brutally slow, pathetic, an embarrassment." Since then, it has become considerably quicker, and Sant can now hold his head up when he attends the annual event.*

*The second Avanti, a white one, is also a 1963 R2, but this one came with a four-speed manual transmission and a Twin Traction (positraction) rear end with 4:10 gears. It was making its maiden voyage on the same weekend as Sant's drag session, after undergoing a long and complete restoration by owner Roland Vardon of Orangeville, Ont.*

*Vardon, recently retired after 35 years with Royal Bank of Canada, says his enthusiasm for cars developed by helping his father work on them while growing up on the Gaspè Peninsula. But, he says, a 1968 327 Chevy Nova aside, up until 10 years ago his cars were mainly about family transportation.*

*His first Avanti -- "I liked the fibreglass body and the fact that they're different and you don't see many of them around" -- was a 1983 model that was sold to help acquire the current car, which was found in Texas in 2000 and driven home.*

*Since then, Vardon has been "doing everything I could think of doing and putting a little of my own personality into it." The car now has a customized interior, wire wheels and some added glitter -- "it didn't come with much chrome" -- with the addition of mirror stainless sill plates, wire shields, cowl pieces and tailpipes.*



*"It's a thrill to be able to drive something you spent so long working on," he says, of its first outing.*

*Now a full-time "Avanti nut," Vardon has served on the board of the Avanti Owners Association International and founded, and is currently president of, the 55-member Canadian chapter. He believes there are about 90 Avantis in Canada.*

*"It's just one of those vehicles that's so unusual you either love 'em or you hate 'em," he says.*

**MAY 2008: Edmonton Powerama Subject: STUDEBAKERS from an email sent May 5<sup>th</sup>**  
*Hi Ted, (Dirkson) hope all is well with you.*

*We had a great showing this weekend, 4 trophies, John won 1st Place with the Avanti and 2 place with the 53, Simms 2nd place with the convertible and new member 3rd place with a 57, also note the 55 Speedster, I love that car. Also if you hear of Studes for sale in your area, let me know, I hoping to buy one this year.*

*Best regards, Bill Storr*



**MARCH 2010: A bit of cheese cake from Dwayne Jacobson**

*So I am heading to work – a short drive down a steep slope to Marine drive. I get to the bottom and catch a couple taking photos of a young model using the Water Works building as a back drop. I figure not classy enough so I stop and ask if they would like to use my car as a prop. WOW! Can we – they exclaim! I ask what it's all about and they tell me they are students of a college enrolled in the Photography class. Now this is the last week in March and it's really not exactly warm.*

*So here's a pic, maybe for the next years Calendar.*

*Dwayne*



**WINTER 2010: Our First 'electronic' Newsletter thanks to Mike Emmerich. A big change in communications.**



## *The Canadian Avanti*

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Winter 2010

### **Warm Wishes for a Great Holiday Season!**



Sharon Pearce and Wayne Hamilton with their 1985 Avanti.

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**2011: Meeting at Roy Ionson's, a good turnout.**

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*Kool R2, Peter Sant's 1963 R2 Avanti. When he left Belleville it was sunny.*



*John Holtz Jr, Hugh Campbell, Peter Sant and Roy Ionson.*



L-R, F-B:

Sue Lusted, Roly Lusted, Shirley Holtz, John Holtz Jr, Sophia Ionson, Roy Ionson  
Barb Anderson, Ron Roth, Hugh Campbell, Dave Moxham, John Holtz Sr, Jim Anderson, Steve  
Wohleber, Bill Harris, Peter Sant.

By Mike Emmerich

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**SEPTEMBER 2016: And for a celebratory closing...ta da...the commemorative plaque unveiling at site of former Studebaker factory at Hamilton On. Sept. 10, 2016**

The Unveiling☺:



Organizers and Chapter Representatives prepare for unveiling



Plaque is unveiled!



Proud to be part of the Unveiling representing the Canadian Avanti Club



Roly Lusted with Ward 3 Councillor Matthew Green and new son



Canada Chapter of Avanti Owners Association Inc. (CAOA)



Ontario Chapter of Studebaker Drivers Club (SDC)



## Editor's Message

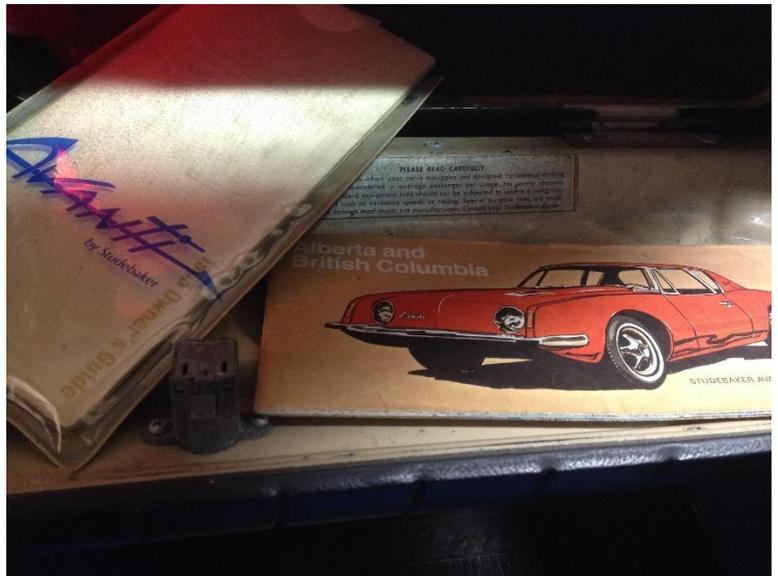
In our last newsletter you may recall my mentioning that due to my recent layoff I was considering opening up my own garage for servicing and repairs of motorcycles, ATV's, UTV's, and some small engines. I was also going to offer introductory riders training too. Regrettably that is currently being put on hold until the present way of life resumes some fashion of previous normalcy.

Thus I am not happy about some of what is going on with our world. But that not being happy doesn't mean I am without joy. Though I am not happy the upcoming shows I was planning to drive my 1963 Avanti "Blue Bird" to are all being cancelled, I still have much joy in owning my Avanti and being able to drive *Blue Bird* out on the open roadway. I will still have much joy being able to see individual folks via *Blue Bird* from an interim social distance manner.

Soon joyfully all the snow in my living area will melt off again! Soon joyfully my rural driveway will be snowless and iceless!! Soon joyfully I will be out and about with *Blue Bird* again!!!

May you continue with your joyfulness☺

Shawn Brockhoff  
Bonnyville AB



PS – If you are 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 send me an email or call me anytime my contact info is as follows next.

## 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 CAO A 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:

CAOA Chapter Officers or Support Personnel

**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)  
**Membership** ..... Larry Gibson ..... 905.945.3515 ..... [larryandbarb.gibson@sympatico.ca](mailto:larryandbarb.gibson@sympatico.ca)  
**Treasurer** ..... David Moxham ..... 705.898.1326 ..... [davemoxham@live.com](mailto:davemoxham@live.com)  
**Secretary/Editor**... Shawn Brockhoff .... 780.812.5452 ..... [sb58regent@outlook.com](mailto:sb58regent@outlook.com)  
**Webmaster** ..... Sue Lusted ..... 905.945.0027 ..... [lin93@sympatico.ca](mailto:lin93@sympatico.ca)  
**Technical Advisor**... Peter Sant ..... 613.966.5160 ..... [psant@cogeco.ca](mailto:psant@cogeco.ca)

**The 2019 Pure Stock Muscle Car Drag Race** *excerpted by Shawn Brockhoff*

I'm not sure how many CAO members are also members of the Studebaker Drivers Club (SDC). For those who aren't, the SDC Turning Wheels magazine of January 2020 has a terrific feature article on the 2019 Pure Stock Muscle Car Drag races. Our very own CAO member Pete Sant partook in the racing with his 1963 Avanti. Pete partakes annually in the event driving to it in Stanton, Michigan from his Ontario home in his drag racing Avanti, a Maroon 1963 R2 Avanti with a Powershift Automatic and 3.73 Axle. Well done Pete! Pete's son Erik also regularly accompanies dad sharing the wrenching and racing duties. So Congrats Team Sant with continuing racing the 1963 Avanti and driving it there and back in 2019 again!



Pete Sant at the line for a Shoot Out round

Here follows is the excerpt. Thank you Bob Palma and the SDC for permission to use. Additionally the full story featured/copyrighted by the SDC was written by Bob Palma (editor of the Turning Wheels The Studebaker Co-Operator column), and some of the photographs are credited to Ed George and professional photographer Tim Costello.

*"The 2019 Pure Stock Muscle Car Drag Race, September 12-14, was another great year for high-performance Studebaker fans. Everyone had the usual good time. Seven Studebakers competed this year. Almost everyone from 2018 returned, with Neil and Robin Loughlin taking a break to attend the 55<sup>th</sup> Annual SDC International Meet in Mansfield OH and Dave Warren staying home this year. However, Steve Doerschlag returned from central Colorado with his R3/Powershift 1964 Challenger 2-door.*

*All totaled, we had three 1964 Challenger 2-doors, two 1963 R2/Powershift Avantis, and two 1963 R2/4-speed Lark Custom 2-doors. Phil Harris packed up his wares early at the International Meet so he and wife Madelyn could attend the 2019 Pure Stock Drags, but he doesn't quite have his 1964 R2 Commander 2-door ready for the event. Phil promised he'd have it at next year's Pure Stock Drags for its inaugural appearance. Given Phil and compadre Malcolm Berry's drag racing expertise, it ought to be a real stormer.*



*A reasonably-good weather forecast, save Friday morning's rain, bumped the total number of competitors from 114 cars in 2018 to 116 cars in 2019. Of the 116 cars presenting, the 7 Studebaker entries compared favorably with the number of Ford Motor Company and AMC combined, in that there were 5 Fords, 1 Mercury, and 3 AMC cars entered.*

*It was a good year for no breakage! Thankfully, no Studebakers were knocked out of the running due to mechanical failures; all were able to be present and accounted for during the shootouts and nobody had any debilitating issues during practice.*

.....

*Peter Sant's son Erik joined him again this year. Erik is an accomplished drag racer in his own right.*

*Team Sant and their Avanti were a little off the car's game during practice and qualifications Friday afternoon, qualifying with a best ET of 15.302 and 91.10 MPH during Friday's practice and qualifications. This paired them with Mark Walters' 1974 Pontiac Trans Am with 400/230 and 4-speed.*

*Peter had a full .100 better Reaction Time and a better 60' time, but still dropped Round 1 by barely .100 second. This set up the reality that Peter (or Erik; they trade off) had to win Rounds 2 and 3 to win their shootout. Unfortunately, Erik red-lighted Round 2, handing the shootout win to Mark, so they did not run Round 3. (Round 3 is optional for either competitor if the shootout has been decided in the first two rounds.)*

*Peter reports: "We were plagued by engine ignition gremlins. The Avanti would begin misfiring around 4,300 rpm, limiting performance. We installed new spark plugs, new ignition wires, a new coil, and a new ballast resistor. Because we are running an Igniter III Pertronix unit, we reset the rev limiter to infinity.*

*Nothing worked; we were restricted to 4,300 rpm.*

*When we got home, we swapped the Delco distributor for an old Mallory Unilite I had under the workbench and tried it on a local quiet road. Wow; it quickly went to 5,500 RPM; my red line. So all along, it was the Pertronix unit in the Delco distributor that caused the misfire."*



## **Tech Tip – Lubrication of the Windshield Wiper Posts** by Pete Yuen

The newest of Studebakers are now 54 years old. There is a good chance that even the 1966 Studebakers that our SDC Members own, has not ever had the windshield wiper posts lubricated. This goes for the '63-'64 Avanti's as well. In the 1959 to 1962 Studebaker shop manual, there is no mention of lubricating the wiper posts but lubrication of the wiper posts would certainly be in order now. If the wiper works with a jerky sweep, the posts need oiling. Even if the wipers work smoothly, they still should be oiled.

After removing the windshield wiper arms, you look at the posts and think, "How am I going to oil posts when the wiper arm adaptor on the post is in the way of oil getting to the shaft and bearing? The oil would have to travel up under the adaptor and then up on to the shaft. An oil can won't work and neither would a spray lubricant. . . But there is a way. Left picture is the typical wiper post and right picture is the wiper post with a short piece of hose that slips over the post and long enough that when oil is put into the hose, the oil is going to cover the top of the wiper arm adaptor.



A light, non- detergent oil is used in case the bearing material used is porous bronze. Apparently, the detergent oils plug up the pores on the porous bronze bearing material so in time, the bearing will not function that way that it should. Modern engine oils have detergent so they should not be used.

Lubricating Procedure after removing the wiper blades and arms:

- Get the oil and sufficient amount of rags to soak up 1 or 2 soup spoons of oil. Use the rags to build a dam around the wiper post.
  - 1- Start windshield wiper.
  - 2- Hold tube down with one hand so oil will not leak out.
  - 3- Pour enough oil into the tube to cover the wiper arm adaptor.
  - 4- Keep wiper operating for approx. 30 seconds.
- Remove tube and wipe up the oil. Repeat procedure for oiling the other wiper post.

Oily rags must be disposed of in a manner that spontaneous combustion will not occur. Don't keep them lying around as they are a fire hazard.

## **Reason to Rewire Your Car** by Pete Yuen

Deterioration of the insulation mostly due to heat and age leaving spots where the wire core which is the electrical conductor exposed. Abrasion and chafing will also wear out the insulation. Should a bare spot on the wire carrying current be in contact with anything that will ground the circuit, then there is a complete (closed) circuit. This is a "Short Circuit." The power has not and will not reach the equipment

that it was destined for. If the circuit is protected by a fuse, it will burn out to break the circuit. A breaker is at times used in place of a fuse. It may be described as a thermal switch which allows power to flow through it. Excessive power draw through the breaker will cause the contacts to open to break the circuit. When the breaker such as used in a car cools again, it will allow current flow through it again.

It is my belief that insulation on a wire does not enhance or inhibit the flow of electricity through it. A bare wire will transmit power as well as an insulated one. While bare wires can be used for trolley buses and high voltage power transmission lines for great distances, bare wire has limited applications in a car with the exception of the ground straps as used in older model cars. Ground straps on modern cars are insulated. The model "A" Ford from 1928- 1931 used uninsulated copper or brass straps from the distributor to the spark plugs with excellent results.

The purpose of the insulation on the wire is to keep the current within the wire by insulating it from direct contact with other wires so that it may flow to wherever it was designated to go, whether it be to the headlights, ignition system, tail lights, solenoids, relays, electric motors such as used on heaters, windshield wipers, etc. Other destinations for power are horns, gauges, engine heat sending units and gas gauge sending units. Modern cars have added power windows, seats, sunroof, locks, mirrors and computers. Wiring a car is an adventure and not many car owners get a chance to experience it and what it entails to get the system operative. In rewiring a car, a person does not need much skill or knowledge. It does require time and patience and the wiring schematics for the specific car for reference. In the days of the early Model "T" Fords, there was only the wiring from the magneto to the coil box, wire to the commutator (distributor), spark plug wires and wire to the ignition switch. Later Model "T"s had a starter, generator and electric head and tail lights so the amount of wire used was on the increase, possibly to be near 100 feet. A modern car may have 700 feet of wire in it.

As the new cars have 12 volt systems, smaller wires are used than that of the older cars with 6 volt systems. It is the voltage/amperes ratio stuff that allows it. Ideally, use the largest cable that can be purchased to supply power from the battery to the starter on the 6 volt system. The 6 volt starters need all the help that they can get. A small battery cable will impede the flow of current. The result will be less than optimum output of the starter.

Regardless of whether the car is wired with a positive or negative ground, it is imperative that the system be well grounded for each and every application. The ground completes the electrical circuit. Without good ground, the circuit will either be non-functional or at best, partially functional.

There are many circuits within the wiring system of a car. Some circuits are individually grounded and others may be grounded from several points such as the dome light on the '51 Studebaker. The door switches and the pillar switch serve to ground the circuit for the light.

Fuses and breakers are used to protect the wiring and equipment on their circuits. Unintentional grounding of a circuit could cause an overload on that circuit and wiring. When a fuse blows out or a breaker trips, the ground or the power supply will be interrupted. What it effectively does, is it leaves an air gap where there had been continuity as a complete circuit. The fuse is a metallic link through which current will flow. It is rated and marked as to how much current it will carry without burning out and leaving an air gap. The breaker is a thermal switch. It too is rated to be able to carry a certain power load rated in amperes (amps). Excessive current draw will cause the element within the breaker to flex. As it

does, the contacts that were carrying electricity will pull away from each other creating a break in the circuit.

Relays and solenoids are magnetic switches. A solenoid is used on the starter circuit of a car. Solenoids are designed for short periods of use whereas the relays are designed so that they are able to withstand being energized for an extended time period. Relays are used on horn and light circuits. Both are used to minimize the load on the switches which are also rated for the amount of power that they can safely transmit.

Automotive wiring incorporates the usage of the powered circuit, grounded circuit and the resistance circuit. The gas and heat gauges are connected to units that emit a current resistance value. To me, the powered circuit is one that is powered through a switch. The grounded circuit is one that has power and requires a switch to complete the circuit to ground.

On re-wiring a Studebaker, new harnesses are available. For the '51 Studebaker that is being worked on, harnesses are available for the standard drive car. The main harness, tail light harness and the turn signal harness can be purchased. For the automatic drive car, the wiring harness was not available and had to be made up. The proper colored wires may not be available so there is a need to identify the wires in any way that is available to you. Electricians use numbered or lettered strips that have an adhesive backing. Each number or letter strip comes in 2 parts - one for attaching to the wire and the other is to be attached to where the wire is intended to go to.

With the use of a digital camera, a person can easily take a picture of where the wires go in the event that you need to refresh your memory. Before you remove a harness, tag where the wires go to. When making up a new harness, copy the harness that has been removed then add a couple of inches to the length on each end. While the original harness was of adequate length to serve the purpose, they had a specific routing for the wires. In refitting the new harness, you may change the routing slightly if the wire length permits.

When wiring switches or plugs in house wiring, you simply strip enough of the insulation off from the wire and loop it around the screw on the plug or switch with the loop going in the same direction as the screw when you tighten it. Connections for wires are made with wire connectors inside boxes mounted on the wall. The boxes may be just for wire connections, for switches or plug receptacles. Boxes are not used in automotive wiring. The automotive multi strand wires uses a variety of connectors and terminal ends. Common connections are made with bullet connectors that use a crimped-on bullet connector on the end of each wire to be connected to each other and a sleeve into which each end with a bullet connector will be pushed into. Switches may have screws for wires to attach to. They may also have provision for the bullet connector or in some cases, the spade connector.

Gauges generally have studs which wires with loop or open slot ends are bolted on to. While soldered wire connections may be preferable, the car factories use crimped on connections probably for economic reasons. Soldered connections will be more time consuming and time is money.

Pee on the electric fence they said...  
It will be fun they said...



**Larry Swanson** by Pete Yuen



**Laurence (Larry) Swanson**  
**June 29, 1941 – February 28, 2020**

*Picture taken at 2018 SDC International Meet in Tacoma, WA.*

Larry was a gentleman, highly respected and regarded and justly so. He had a gentle nature and always had a smile and a warm greeting for everyone that he met in the Studebaker Drivers Club. Some say that one person can make a difference. Larry made a lot of differences in the Studebaker Driver Club.

In his teen years, Larry delivered pizza. The shop owner had purchased a number of brands of car for the deliveries. Larry had found that Studebakers were more reliable and durable than the other makes that the other pizza delivery boys chose to drive. Impressed with Studebakers, that is what he chose to drive on his deliveries. Time passes and Larry joins the Studebaker Drivers Club.

After a time, Larry worked for Burlington Northern Railways as the yardmaster, controlling the traffic and flow in the rail yard. He loved the steam engines and railroading. During the time that he was employed by Burlington Northern, he became the SDC Membership Secretary at a time when the membership numbers were 3 or 4 thousand. He also took on the task of being the club editor, publisher and did the newsletter mailing, all done on a voluntary basis with the help of his wife, Pat. Larry and Pat were married in 1964. Some SDC members assisted. One of them being the late Ron Hall. George Krem also volunteered to help. Larry and Pat used their Studebaker for the hauling of the newsletters. While all this was going on, Larry studied and became a lawyer.

My association with Larry goes back to the early 1970's when I was the membership secretary for the local, B.C. Coastal Chapter, a span of over 45 years. In those days, there had been a constant 10% premium on the American Dollar. As the membership secretary, funds were given to me for the SDC Inc. (National) membership as well as for the local chapter membership dues. Larry, being the SDC Inc. Membership Secretary, I would send the SDC Inc. dues to him in Oswego, Ill. This was the arrangement for a number of years and eventually, I retired from my position. Shortly after, the premium on the U.S. Dollar started to fluctuate and this created a problem for the local membership secretary and he would not know how much premium should be added to the dues for SDC Inc. This resulted in the local chapter members only

paying the B.C. Coastal Chapter dues and for the member to send their SDC Inc. dues directly to Larry on their own.

Time passes and during the 1979 SDC International Meet in Long Beach, California, I finally had a chance to meet with Larry and Pat on the parking lot. My thoughts were, how great is this? I am thrilled at meeting the high-profile couple that for so long, our association was by mail only. We have managed to keep in touch throughout the years.

In 1999, Larry and Pat were invited to be guests of the B.C. Coastal Chapter for the Pacific Can-Am Zone meet and to our delight, they accepted the invitation. We had a great time together, creating many fond memories.

During a speech that Larry gave at the awards presentation dinner, Larry stated that he had 2 kinds of friends in the Studebaker Drivers Club, the ones that he has met and the ones that he has yet to meet. This is a nice thought. It was a pleasure for me to meet Larry, only made possible by both of us being members of the Studebaker Drivers Club.

The 2018 SDC International Meet would be the last that Larry would attend. He had health issues previously but he was well enough to attend the event. This would also be the last time that I would have the pleasure of his company. I had invited him to be my guest for what should have been the Awards Presentation Dinner but for some reason the awards were presented on the day following the dinner.

During the years that Larry was in the SDC, he was the membership secretary, the editor and creator of TURNING WHEELS, club newsletter, a club director, legal consul, designed the commemorative coins for our club, compiled The Touring Studebaker Drivers Glovebox Geographic Guide which provides information regarding parts, service and roadside assistance while on tour of America and Canada. Larry also compiled the Studebaker Inside Facts regarding the SDC.

Not many members will know about or remember the SDC bulletins that SDC had before Larry created the TURNING WHEELS publication. The publication was merely 2 pieces of standard letter paper, folded in half and stapled to create 8 pages. In those days, the editor, I believed to be Ed Flarity, would have to use a typewriter to create the text and any graphics would physically have to be cut and pasted to the page. Any mistakes on the draft copy would mean using "White Out" a quick drying substance that covered the mistake and then text was typed over, on to the document. When Larry produced the TURNING WHEELS publication, it was so much improved over the previous publication that the difference was like the differences of night and day. Not sure when the computers were used for the club newsletter publications. When the computers were introduced to the public, more often than not, they were called, Word Processors.

I am blessed to have Larry touch my life. He gave me inspiration to be an editor for the B.C. Coastal and Vancouver Island Chapters. After retiring from that, I started to write the Odds 'N' Ends column on a monthly basis since 2013. A copy would be sent to him by e-mail. Larry was gracious to forward copies of the column to the SDC Chapter Editors that he was in touch with.

The loves in Larry's life: His wife, Pat, music, writing, railroads, steam engines, Studebakers, Studebaker Drivers Club and friends. Especially if they were club members.



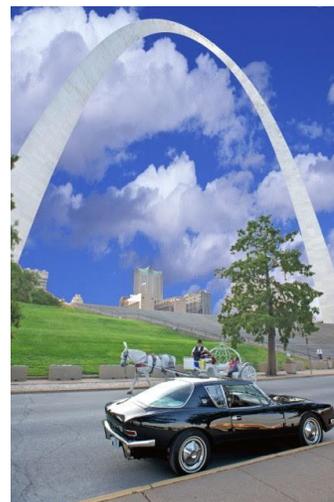
Until Larry had health issues and vision problems, he was involved with What's Happening, a chronological listing of future events within our club. That listing continues with the very capable Susan Lusted taking over. On many occasions, Larry has been acknowledged for his many contributions to the club. We each have a common award though, that being the John Brichetto Award, an acknowledgement for literary contribution by a non-editor to the club. After Larry's retirement from being the Editor-in-chief, he was given recognition as the Editor Emeritus, a title given to him for what he was prior to his retirement.

Not mentioned was the fact that he was a terrific ambassador for the SDC. Larry created many changes to improve our club. He will be remembered and he will be missed. He touched many lives in a positive manner, graciously.

One person can make a difference. For the Studebaker Drivers Club, that person was Larry Swanson. The world needs more people like him. Since his earthly work is done, I know that you will join me in wishing Larry a peaceful rest. He deserves it. Our deepest sympathy goes to Pat for the loss of her loved one.

### **Upcoming Events**

**September 9<sup>th</sup> - 12<sup>th</sup>, 2020. Avanti Association International Meet - Avanti's 2020 Vision.** The Missouri – Illinois "Gateway" Chapter of the Avanti Owners Association International, Inc. is again pleased and proud to act as your hosts for an International Meet. The headquarters hotel is the DoubleTree Westport 1973 Craigshire Rd. Maryland Heights, MO 63146 (314-434-0100). A nightly room rate of \$129.00 has been contracted. This includes breakfast for up to 4 persons per room. Hotel reservations at the special AOAI rate may be made online at <http://group.doubletree.com/avantiownersassociation>.



For those of you who attended the St. Louis Meet in 2015, this hotel is close to the Westport entertainment complex located in suburban west St. Louis County.

A special venue has been obtained for the Saturday Concours. It will be held at the National Museum of Transportation. The Museum has a large collection of steam locomotives and a modest collection of classic automobiles including a Chrysler Turbine car. Saturday and the venue were chosen to provide ample opportunity for the public to view our marque and as a unique experience for our members.

Plans for tours to St. Louis mainstay attractions such as the Gateway Arch are under development. In addition, an upscale Aquarium at Union Station debuting Fall, 2019 will likely be part of a package tour. A ladies program on Saturday will include lunch at the Blue Owl restaurant in the historic Mississippi River town of Kimmswick, Missouri. Of course, wineries, shopping and the zoo still exist. More details to follow in upcoming Avanti Magazine.

Please mark your calendars and begin your planning to make St. Louis your Avanti's 2020 Vision!

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

- Canadian Avanti Owners Association (CAOA) – CAO membership forms can be accessed from the CAO website at <http://canadianavanti.ca/membership.html>. Alternatively, a copy of the form is on a following page. Ownership of an Avanti (Studebaker or successor) is not required.
- Avanti Owners Association International (AOAI) – AOAI membership forms can be accessed from the CAO website at <http://canadianavanti.ca/membership.html>. Alternatively, a copy of the form is on a following page. Ownership of an Avanti (Studebaker or successor) is not required.



**CAOA Membership Form**

**CANADIAN AVANTI OWNERS ASSOCIATION  
MEMBERSHIP RENEWAL FOR 2018**



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 Inc (<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 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.

Renewal fee \$ 15.00 per year  
Make Cheque Payable to: Canadian Avanti Owners

Mail cheque to: C. A. O. A.  
David Moxham  
P.O. Box 341  
Noelville, Ontario  
P0M 2N0

Any questions? Please Contact:

President	Steve Wohleber	705-383-2432	<a href="mailto:sbwohleber@gmail.com">sbwohleber@gmail.com</a>
Membership	Larry Gibson	905-945-3515	<a href="mailto:larryandbarb.gibson@sympatico.ca">larryandbarb.gibson@sympatico.ca</a>
Secretary/Treasurer	David Moxham	705-898-1326	<a href="mailto:davemoxham@live.com">davemoxham@live.com</a>
Editor	Shawn Brockhoff		<a href="mailto:sb58regent@outlook.com">sb58regent@outlook.com</a>

**CHAPTER MEMBERSHIP APPLICATION & ANNUAL RENEWAL FORM for 2018  
PLEASE FILL OUT THE FORM BELOW AND INCLUDE WITH MEMBERSHIP PAYMENT**

Name(s) Yours: \_\_\_\_\_ Spouse: \_\_\_\_\_  
Last Name First Name

Local Address: \_\_\_\_\_  
Street City Province Postal Code

Alt. Address: \_\_\_\_\_  
Street City Province Postal Code

Local Phone: \_\_\_\_\_ Alt. Phone: \_\_\_\_\_

A.O.A.I Membership No. \_\_\_\_\_ E-Mail: \_\_\_\_\_  
(Avanti Owners Association Int.)

Fill below your car information if new/changed:

Year	Serial #	Engine Cubic In.	Car Model	Exterior / Interior Color	Cond. Code*

\*Condition Code: 1 Excellent; 2 Fair; 3 Very Good; 4 Driver; 5 Restorable



# AOAI Membership Form



## Membership Application & Renewal Form

The A.O.A.I. welcomes anyone with an interest in Avanti vehicles and history. Annual Memberships receive four (4) quarterly issues of Avanti Magazine. Send a completed copy of this form along with payment in the form of a check or money order made out to "A.O.A.I." in U.S. Dollars to the address below.

- New Membership  
 Renewal

AOAI Membership  
 C/O Cornerstone Registrations, Ltd.  
 P.O. Box 1715  
 Maple Grove, MN 55311-6715  
 U.S.A.

Phone (763) 420-7829  
 Fax (763) 420-7849

OR JOIN ON-LINE AT WWW.AOAI.ORG

### Membership in U.S.:

- Annual Membership (includes \$25 for a one-year subscription to Avanti Magazine).....\$ 31.00  
 Special introductory rate for first-time members (includes one-year subscription).....\$ 25.95  
 Special: Pay for five years, get a 20% discount. It's like getting the 5th year free!.....\$ 125.00  
 LIFE MEMBERSHIP:.....\$ 1000.00

### Canada and foreign Membership:

- Annual Foreign Membership (includes \$32 for a one-year subscription to Avanti Magazine).....\$ 39.00  
 Special introductory rate for first-time members (includes one-year subscription).....\$34.95  
 LIFE MEMBERSHIP.....\$ 1000.00

### Museum Donation:

- Studebaker National Museum Donation (\$5, \$10, \$25, \$100 or other).....\$ \_\_\_\_\_

**Total Amount: \$ \_\_\_\_\_**

- Check (enclosed)  Mastercard,  Visa,  Discover,  Amex # \_\_\_\_\_ Exp. \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Prvnc: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Phone: \_\_\_\_\_ ( ) E-Mail: \_\_\_\_\_

Where did you learn about the A.O.A.I.?: \_\_\_\_\_

Date of Birth: \_\_\_\_\_ (Optional)

AOAI Member # (if renewal): \_\_\_\_\_ (from membership card or magazine label)

Year Avanti owned	Model (Example: "Avanti II")	Serial Number
1		
2		
3		

FORM 001 V6 AOAI OCT 2014

