



The Canadian Avanti

Official Newsletter for the Canadian Avanti Owners Association

July 2019

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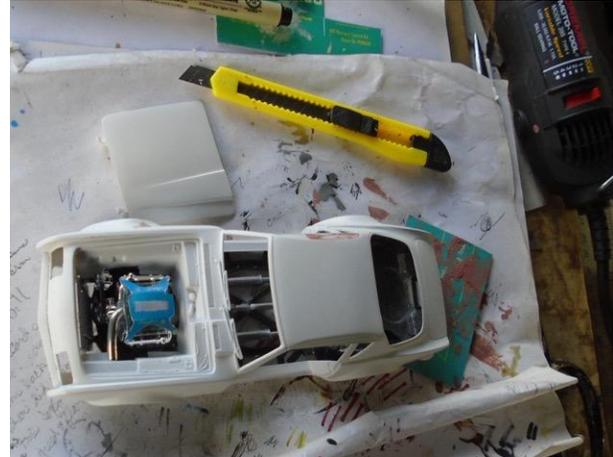
President's Message

Well it has been a long winter morphing into June this year. Only significant change has been snow at the end of April changing into cold rain into June. Just managed to get the 89 out and running last week in time for the Studefest last weekend which was a great outing. More on that later. Next is the 63 which always takes a little longer considering its age and the discovery of new issues to be dealt with each year. Hope for a first ride this weekend. So there seem to be lots of events happening in the coming months and hopefully you will send us your pictures and stories for the next newsletter which should be a bit more timely than this one. My apologies for not being more involved over the past months, but this



winter was a full time job in itself. My "other" winter project has been creating a 1/25 scale model of Larry Gibson's





tribute Blake GT. Larry provided an AMT model and I have taken it from there. Wow, only now do I appreciate what Larry has done on the real car. Lots of challenges, but lots of fun. All ready now just waiting for paint and final finish. More pics of the finished project in the next newsletter. An update on organizational news, we had a meeting on April 28th at the Canadian Warplane Museum in Hamilton with 10 members in attendance. Motions were passed to donate \$100.00 to the AOAI International meet in Dayton Ohio and also to continue our sponsorship of the Ron Hall Avanti at the Studebaker National Museum. Our present bank balance is \$1,860.35. Memberships are coming in on a regular basis so if you haven't sent in your \$15.00 yet, please forward to Dave Moxham. Form at the bottom of this newsletter. Anyway, wishing you all the best, and get those Avantis out there and enjoy the ride.
Steve

Editor's Message



Rusty. Me doing this newsletter (regrettably it's been a while). Reinvented. Me this past winter. After thirty plus years working exclusively in the agriculture and petroleum resource industries, this past winter I attended college fulltime 500 kilometers away from home to pursue a new career in motorcycle mechanics. I consider myself blessed as it's only my second time having to switch careers. And I became employed as a new mechanic shortly after finishing my new learnings. Currently every day I do something new to me working on motorcycles, ATVs, UTVs, and snowmobiles. I'm enjoying being able to work with my hands. It's a bonus that my mechanic workings are all done comfortably inside.

So far the warm season here in Bonnyville has had a lot of rain. Great for replenishing watersheds. Remember there's no such thing as bad weather just bad clothes! If it's wet out don something weather or waterproof. (Some friends of mine told me that when they worked in Bonnyville area for a bit in the early 80's all they remember was how wet it was here as it always rained.) Likewise if it's cold out suit yourself up with something warm. Whereas

taking my 1963 Avanti Blue Bird out in the rain I have found out he's not as well weather sealed as our newer family automobile. So if the passenger and driver don't mind a few water drips and a little moisture, Blue Bird is otherwise happy to thunder (glass pack mufflers) along in the inclement weather.

Though Blue Bird only has approx. 52,000 miles, his 56 years of age means original seals, rubber, and the like have lost their suppleness. I realistically expected that, so until the recent rains I had only driven him in the sunshine. But I thought if I were to do a longer than a one day trip I should first test him, it is (leakage) what it is lol.

Hopefully wherever you are your sunnier days outnumber the cloudier wet days. If not hopefully you have something to keep you smiling dryly☺!

Shawn Brockhoff

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:

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Studefest 2019 *from Steve Wohleber*

Many thanks to SDC Ontario, and especially Bob and Joanne Easton for organizing a great weekend in the Welland/Niagara region on the June 14 to 16 weekend. The weather was actually cooperative with the only rain on Saturday night allowing for a wonderful participation starting with the Welland car show where Studebakers had a row to themselves. 8 Avantis were in attendance, representing 1963 to 1989. Attendees were Peter and Marna Sant, Will and Lorna Norton, Roly and Sue Lusted, Larry Gibson, Steve and Barb Wohleber, John and Ingrid Koshty, Olivia Griggs and Jake Wilkins and Mark Ward. This was a real turnout for CAO. Many other Studebakers were also presented drawing a lot of attention from all the visitors. On Saturday, starting with a slight drizzle which cleared up before we left on the tour, 10 or more cars were participants, including 7 Avantis. Stops along the way included the Morningstar Mill dating back to the late 18th century, a lunch at Bench Brewery, Upper Canada Cheese Company and a lovely tour through the backroads of the area ending at Niagara on the Lake. Dinner at a local restaurant where we took over most of the seating and enjoyed conversation and camaraderie. A few of us then opted for the Canadian Warplane Museum visit Sunday morning before heading home. A perfect day for the Museum as it was their Fly Fest where we were able to see numerous planes landing and taking off including the Lancaster, a Canso, Harvard, three or four trainers including a bi plane and the B-25. A show in itself. Hate to use the old cliché, but a good time was had by all.



Parking lot at the historic Morningstar Mill



Line up for the tour.



There were eight Avantis at the Welland car show on Friday evening.

NUTS AND BOLTS *from Peter Sant*

This is the time of year that we all start to get our Studebakers out from underneath their blankets. Besides the usual oil water and cleaning there is an important task that we all should make part of our spring ritual: Nut and Bolt check.

Besides the many grease fittings (I think that Studebaker engineers must have had a financial interest in a grease gun company) there are numerous nuts and bolts that require your attention. The important ones are the lower control arm bolts. These have a tendency to come loose. The bolts that hold the steering box to the frame are often neglected and if that is the case steering becomes a bit wobbly. Universal joints should also be checked for tightness. Spring is also the time for tire rotation (you do rotate your tires don't you?). You can use an impact gun to remove the wheel lug nuts but NEVER use an impact gun to reinstall or tighten wheel studs. This is especially important if you have disc brakes. Over tightening wheel studs on a disc brake set up will warp the rotors causing the brakes to chatter on application. I use a torque wrench set at 85 Foot Pounds.

Once you get your Studebaker on a hoist or on stable jack stands check that the centre belcrank mount is secure. Tighten the bolts on the crossmember that hold the belcrank in place. This is a good time to ensure that there is no up and down movement in the belcrank linkage. If there is any vertical movement you may need to replace the pivot bearing assembly. This is the part that is most often overlooked when applying grease to the grease fittings because the fitting that lubricates this item is through the hole on the crossmember under the engine. Hard to find if you are not aware that it is there. Check the pinch bolt that holds the belcrank. It needs about 65 foot pounds of torque (a lot).

Make sure that the bushings on shock absorbers are in good shape and the bolts that hold them on are tight. Do not over tighten to the point that the rubber bushings are squashed.

In the engine bay ensure that the intake manifold hold down bolts are snug. The same with the bolts that hold the carburetor and exhaust manifold are also snug. Check that your belts are in good shape and adjusted to specs and you are ready to get some fresh gas and start on your summer touring secure in the knowledge that most of the parts on your Studebaker will not fail you.

See Where These Take You *from Pete Sant*

As we age our vision especially at night deteriorates. So do our Studebaker Headlights. The lights start to get dimmer because the filaments inside the sealed beam units degrade and the lens become pitted. We do not drive our Studebakers in the dark too often but if you do you will want to consider upgrading your old sealed beam units to the new Hella H4 Headlight conversion kit. Hella conversion kits are available from Amazon.ca for around \$115.00 and are a virtual drop in for 7" diameter 12 volt car or truck.

I noticed that my night vision was getting worse as I come back from the Michigan drag races and I am driving the last 3 hours in the dark. The Avanti is especially bad due to the headlight glass covers which further reduce light output. I installed the Hella conversion and there is a significant improvement in night vision. Not super great on the Avanti as the headlight covers tend to absorb some of the light but enough that I would not go back to the factory originals.

The kits come in a box with one complete headlight and an H4 bulb with a silicon boot. Just remove your existing 7" sealed beam unit and install the new Hella unit it's that simple. Everything is compatible.

Happy night driving!

OVERHEATING SOLUTION *from Pete Sant*

On my recent trip to Nashville Indiana with my 1964 Champ Truck, the air conditioning compressor decided that it had enough in coping with the 32 degree Celsius temperatures and seized up. During the trip I noticed that the temperature gauge moved quite a bit to the hot mark even without the A/C operating. It occurred to me that with today's fuels (ethanol content) which burns leaner thus generating more engine heat, are partially to blame for the hot running engines in our Studebakers. The factory radiators were OK for the time when our cars were new and most people travelled no more that 50mph on major highways. Today highway speed are in the vicinity of 70-75mph and when an engine turns these speeds it gets hot and the radiator is not up to the task of cooling properly.

I took my truck in to Rapid Rad in Bayside Ontario (halfway between Belleville and Trenton on Highway 2) where they replaced my bad compressor and they installed a high capacity core in my original factory radiator. It is known as an ULTRA core and has a lot more cooling tubes with three rows of tubes which are closer together. It works!! I tried it out on the 401 with the A/C on full, on a day when the temperature outside was 34 degrees C. and drove at 118kmh for 9 miles. The temperature gauge never moved above the 170 degrees which the thermostat was set for. I would say it was a very successful investment.

Now for the bad news. The recore of your existing factory radiator is going to cost around \$700.00 but for the peace of mind and knowledge that your engine is not going to overheat I think it is worth it.

TECH TIP *from Pete Sant*

If you encounter a misfire under load do not reach for the parts bin and start installing new plugs, points, condenser, coil, ignition wires etc.

Look no further than water in the gas! You may have picked this up at a service station whose tanks were getting low and you got water from the bottom of the tank. Or, you may have condensation (water) in your fuel tank which normally happens in humid weather. Best to keep your tank topped up to minimize this concern.

In any event try a small bottle of Gas Line Antifreeze and see if the misfire goes away.

Failing that then I would consider new plugs, wires etc.

The Ongoing Aging of Our Studebakers *from Pete Yuen*

As with people, car components age with the years, use and abuse. A fellow SDC Member had visited me some time ago and he told me of having a wheel cracking around the outermost part of the recessed dished area of the wheel around the bolt holes. He had pointed out the area on the dish which is about

an inch outward from the center and between the bolt holes, there was a buttress embossed into the dish. This embossment is about an inch in width. On a wheel mounted on a '63 Lark that was parked on the driveway, there was cracked paint on the buttress and rust where the cracked paint was. It was suggested to me that there must have been flexing to have caused the paint to crack and in time, there will be metal fatigue and as this happens, the wheel will no doubt crack if it has continued use.

I have enjoyed working with machinery in all of my working years. I fully agreed with the observation that my friend had made. In his case, he said that he heard a squeaking noise while he was driving and he thought that the wheel was coming off. He stopped and checked. It was fortunate that he did as the wheel on his Stude was soon going to be detached from the car. Believe me, there are other places that I would rather be than sitting in a car that is going 60 miles per hour and having the wheel and the car going in different directions at the same time. The object is to have the car and all of its components traveling in unison, together, if you wish to get to your destination safely.

Take a few minutes to pry the hubcaps off and take a look at the wheels on your Studebaker. If there is cracked paint in the dished area as previously mentioned, then consider that wheel as a strong candidate for failure and a replacement. (PLEASE NOTE: THE PARTS CATALOG LISTS A DIFFERENT WHEEL FOR DISC BRAKE EQUIPPED CARS- PART #1558827 AND PART 1558828 FOR CARS WITH FRONT DRUMS. The difference is in the offset on the wheel. The wheels for the disc brake set-up needs more offset so that the wheels will clear the calipers.

Metal fatigue, if present can be heard elsewhere on your Studebaker as well. If an unusual squeak is heard coming from the engine compartment when the motor is operating, shut off the ignition immediately and check the fan. DO NOT GET INTO THE ENGINE COMPARTMENT WHILE THE MOTOR IS RUNNING. YOU DO NOT WANT TO SEE A PIECE OF THE FAN COMING AT YOU IN AN AREA BETWEEN YOUR EYES AND KNOWING THAT YOU CANNOT DUCK FAST ENOUGH TO AVOID GETTING HIT. In getting hit between the eyes with a piece of the fan, it will give you such a headache that neither Aspirin, Tylenol nor Excedrin can give you any relief.

I believe that Studebakers in use today should have a periodical check on the fan, starting now! Look for cracks around the rivets. Grasp a fan blade and gently see if will flex at the rivet. Do this GENTLY on all of the blades. Do not bend any of the blades. A bent blade will cause it to pull more or less air than the ones that have not been bent and it will cause vibration. Vibration causes flexing and flexing causes metal to crystallize and fail.

Pete Yuen On The Loose



At 91 years of age, Pete is described as the “Bunny with the drum” by one of the S.D.C. Members, “He is still going strong.” He has the good fortune to be blessed with good health and spirits for his age and to go with that, he has a wonderful family and friends even at present but he says that it was better with wife, Mary and son, Craig present a few years ago. “Things are what they are” he says but always in the past, Mary had always wanted Pete to be happy and he does his best to be that. Life goes on and he feels blessed with what he has and he really appreciates the love that he has been given by so

many people whose lives he has touched. Pete now realizes that there are limits to what he can and cannot do, still, he stays active around the house, in the yard, spends time with a sick friend and participates in club activities and events. He remarks that he has met a lot of fantastic people in the Studebaker Drivers Club as well as within the Avanti Owners Club. Even though he has been an Avanti Owner Club member for 5 years or so, he has received a "Distinguished Member" award in recognition for his contributions to the Avanti and Studebaker Drivers clubs. During the 2018 S.D.C. International Meet in Tacoma, he was presented with what was considered a prestigious award in that only one other person had received it in the past. That person would be one of the most prominent members of the Studebaker Drivers Club, Larry Swanson. The John Brichetto Award is "For Best Service to Publications by a Non-Editor." This award would be for the Odds "N" Ends column that he has written on a monthly basis since 2013. He has been told that it is the most read monthly column by the Studebaker Drivers Club Members. The column is free to chapter editors through Larry Swanson. E-mail: <StudePubs@AOL.com>

Participation is key to enjoyment of club activities for him. The first syllable of the word, 'Participation' is Part. As he often says, "Participation is part of the fun." In the recent past, he and some family members, namely daughter - Sandy, grandson - Jon and his lovely wife - Lily, great-grandson Emerson, along with brother, Keith from Edmonton and a very enthusiastic guest, a long time S.D.C. Member from California, Gay Wittenberg



participated in the Northwest Overdrive, a fun and casual touring event hosted by the B.C. Southern Interior Chapter, S.D.C at Salmon Arm, B.C., May 25- 26th. The weather forecast was for possible rain but it only rained on the first 50 or 60 miles on the trip. After that, it was warm for the rest of the time during the event.

There were 45 registrations with 39 cars on the 45 mile tour which included museum/car lot of older cars, a motorcycle museum and a winery. For everyone that was able to attend the event, they had fun and enjoyment. For those that did not participate, they missed out on a great event.

Since the 2019 Northwest Overdrive, Pete took his Avanti to an Avanti Celebration Day that was hosted by James and Stephanie Bell at Bellingham on June 15th. There, he was to meet with a number of Avanti enthusiasts including John and Jill Bainbridge of our local, B.C. Coastal Chapter, S.D.C. and Alyn Edwards, well known automotive writer whose articles appears in many newspapers across the country but more specifically, the local Vancouver Sun. Further, Pete has registered for the S.D.C. Pacific Can-Am Zone Meet, July 5-7th. After that, he plans on attending the Avanti International Meet before a trip to Iceland.

Pete Yuen-- Elderly, enthusiastic, footloose and on the move. Can we keep up to him?

Misc. CAO

For Sale 1963 R2 Automatic Avanti. Original black, has been repainted. Bumpers re chromed. 56,000 miles. New hog troughs included. Asking \$12,000 or best offer. Kevin (519)633-5232 St. Thomas ON.

Northwest Overdrive touring event at Salmon Arm, B.C., May 25-26th attended by Pete Yuen.



Upcoming Events

September 4th to 6th 2019 – Avanti Association International Meet in Dayton, Ohio, “The Avanti Takes Flight”.

Dayton is known as “The Birthplace of Aviation”. The theme for this year’s International Meet is Studebaker’s Operation Air Lift performed in late April and May 1962. Studebaker ferried two Avantis crisscrossing the U.S. in a C82-A Fairchild Packet Plane to introduce its new car to its dealers at airport showings. Recent discoveries including the Pilots Log for the actual aircraft that carried the vehicles have come to light.

Make your reservations by calling 1-800-MARRIOTT and ask for the AOAI Convention 2019 Room Block, or by clicking [here](#), or from the [AOAI website](#).



Avanti’s Web

Canadian Avanti Owners Association <http://canadianavanti.ca/>

Avanti Owners Association International <https://www.aoai.org/>

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.

CANADIAN AVANTI OWNERS ASSOCIATION MEMBERSHIP RENEWAL FOR 2018



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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:

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Editor	Shawn Brockhoff		sb58regent@outlook.com

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 Fine; 3 Very Good; 4 Drive; 5 Restorable





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

