



The Canadian Avanti

Official Newsletter for the Canadian Avanti Owners Association

October 2016

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This newsletter dedicated in memory of our late friends Keith Brooks and Ralph Hart.

President's Message



Well it seems I just finished up welcoming everyone to the start of a new season of cruising and here we are wrapping up. Why does it seem summer is so short and winter so long? It's been a good year to be enjoying a classic car with great weather and it seems, more and more opportunities to get out and engage with others. CAO A has also had a good year with two awards at the AOAI International meet in Kansas City. Once again we have won first place in the newsletter category...thanks to our new editor Shawn and a

Distinguished Member award to Pete Yuen of BC for his 50+ years of service and dedication to all things Studebaker and Avanti. Congratulations to both. Next year's international get together will once again be in South Bend, home of Studebaker and we hope many of you will plan to attend. A few challenges however have presented themselves this year, first being the resignation of our former editor and

Secretary Mike Emmerich. We'll certainly miss his hard work over the years and wish him all the best for the future. The issue now is to find a replacement. Anyone out there interested in the Secretarial position, please get in contact and we will fill you in on requirements, tasks etc. Not a big job but certainly an important one. Hopefully someone will step forward to keep things moving along as in the past. Likewise we are facing some problems with our past offer of a free calendar with membership. With increased costs related to postage, U.S. exchange rates etc. this has become a deficit for us. Therefore this year at least, we will offer the calendars at \$10.00 each or \$15.00 which includes shipping. Contact Dave Moxham to place your order. They will also be available at the SDC Hamilton Christmas Party on Nov. 26 in Burlington. Plan to attend for a great meal and a fun evening...and save \$5 on postage! And as a final, last but not least note, the Historic Plaque representing Studebaker's presence in Hamilton Ontario was unveiled on Sept. 10 by members of SDC, CAO and the city of Hamilton. This recognizes the contribution of Studebaker to the city over many years and the location of the last Studebaker produced. Kudos to SDC Hamilton for pursuing this initiative over many years and reaching a successful and permanent attraction to the city of Hamilton and Studebaker fans everywhere. All for now and stay tuned for our next...award winning newsletter this winter. Steve

Editor's Message

Hello fellow Avanti owners and classic automobile enthusiasts. I wish I could meet every one of you in person - how great a road trip that would be traveling this beautiful expanse country we proudly call Canada! Possibly someday. For the interim please send me your photos, stories, or anything else you would like to possibly share with the greater CAO membership newsletter. My email is sb58regent@outlook.com, or mailing address is Shawn Brockhoff, P.O. Box 6703, Bonnyville Alberta, T9N 2H2.

Working out of a camp is recently new to me. Being away from my wonderful family and home every other weekend time seems to be passing now ever so more quickly. During this past warmer (snowless) season I partook in three car show'n shines two of which were along with my youngest son who is thirteen years old, Nathan or Nate for short. (Really I like snow, but ideally for me I would like it to last only four months instead of the sometimes eight months where I live.) Nate is a history and antique enthusiast. Fortunately, so are my other two children, but Nate is currently one up on his older siblings already owning a couple of classic automobiles. He likes all classic automobiles because he says that they are always smiling☺.

Though Nate says my Studebakers (Kermit a 1963 Lark Sedan, Blue Bird a 1963 Avanti, and Mr. Bean a 1966 Cruiser) are all very cool to drive in - I also have as projects a 1964 Daytona Sedan and a 1965 Daytona Sports Sedan - his present classic automobile ownership interests are for Jeeps and MGB's. He doesn't own an MGB yet (his favorite is the GT), but he already has a few Jeep drivers being a 1968 Kaiser Jeepster Commando, and a 1969 Kaiser Jeep Universal DJ-5. He also has a 1970 Kaiser Jeepster Commando that someday with lots of love may be drivable, and someday he'd like to add to his Jeep collection a WWII Willy's MB or Ford GPW, and a Jeep YJ.

Interestingly Nate strongly prefers originality with classic automobiles, or can I now say preferred? As after attending a car show'n shine this past June and meeting and visiting with Studebaker enthusiast extraordinaire Ted Dirksen, he now shares an appreciation originality may not always be feasible, that if modifications result in getting a classic on the road again, he is now happily accepting of that too.

Nate entered in his very first car show'n shine this past July in Bonnyville. He was extremely enthusiastic to show off his rarer than dad's Studebaker Avanti his 1969 Kaiser Jeep Universal DJ-5. I regrettably don't have a picture of Nate and me together with our classics side by side since having to get three vehicles to one event with one and a half drivers spent some of my energy. However, here is a photograph taken of Nate last fall driving an automobile for his very first time ever, only twice during our starting out did he stall the manual three speed, he did extremely well managing DJ's clutch and finicky carburetor. Great Job Lil' Buddy 😊!



Well folks time for me to sign off for now. I hope you enjoy reading this newsletter, and please be in touch with me anytime. Thank you for your contributions, and please stay safe navigating the upcoming snowy trails!

Sincerely,

Shawn Brockhoff, your current CAO Newsletter Editor, and very proud father of three wonderful children and husband of an amazing wife 😊

Plaque Unveiling Commemorating the Studebaker Canada LTD. Production Facility **IDYSD September 10, 2016, Hamilton, Ontario**



HAMILTON CHAPTER STUDEBAKER DRIVERS CLUB
Roly Lusted
201 Livingston Avenue
Grimsby, Ontario
L3M 4X2
lin93@sympatico.ca 905-945-0027

August 30, 2016

Good afternoon everyone,

The Hamilton Chapter Studebaker Drivers Club is pleased to announce that on September 10th 2016 there will be a formal unveiling of a plaque commemorating the Studebaker Canada Ltd production facility and its employees which was located in Hamilton from 1948 until 1966.

As a member of our chapter, we would like to extend an invitation to you and any of your friends to attend this unveiling which will take place at 11 a.m. in a city of Hamilton parkette at the corner of Wentworth St. and Mars Ave.

Please, if you know of anyone who might be interested in attending, by all means, please invite them.

We have attached a copy of a map for you and it marks the location of Robert Land School now the Eva Rothwell Centre. For GPS purposes, use this address.

Eva Rothwell Resource Centre at Robert Land
460 Wentworth St. North
Hamilton, ON L8L 5W8

I look forward to seeing you all there on International Driver Your Studebaker Day along with your Studebaker, if possible.

Yours truly,

Roland Lusted, president Hamilton Chapter SDC

Attending the commemorative plaque unveiling ceremony included:



1941 Commander
Fred & Sharon Hall



1965 Daytona
Larry & Suzanne English



1957 Champion
Tom & Betty Sawyers



1964 Avanti
Sue & Roly Lusted CAO A



1963 Avanti
Larry & Barb Gibson CAO A



1964 GT Hawk
Barry & Carol Leppan CAO A



1985 Avanti
Wayne & Sharon Hamilton CAO A



1955 PU
Jim & Linda Cumisky



1963 Avanti
Jim & Barb Anderson CAO A



1963 GT Hawk
Mark Boyak



1964 Daytona
Bob & Joanne Easton



1953 PU
John Sawyers



1965 Daytona
Bob & Denise Stowell



1963 Wagonaire
Paul & Lorraine Cronkright



1953 Studebaker
Donna Tonin &
Doug Sommerville CAO A



1950 Champion
Stephen Porter &
Kathryn Porter



1966 Cruiser
Cliff & Brenda Tattersall



1966 Daytona
Bob & Janice Barrick



1963 Lark Daytona
George & Donna Graham

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)



Hamilton Chapter of Studebaker Drivers Club (SDC)



Previous Director of Advertising and Public Relations for Studebaker Canada (Stu Chapman) attending in the car that he loves and made a career.

This is the actual plaque that will be given to the Studebaker National Museum in South Bend Indiana to display. Once the Industrial development in Hamilton is completed, another plaque will be placed for prosperity.



The permanent plaque is going to be installed in October at that location in the parkette and will face the location of the factory site.

Avanti Island Hopping IDYSD - September 10, 2016 by Pete Yuen

The Vancouver Island Chapter is extremely blessed with having an active and congenial events director, Howard Brounstein who arranged for an overnight trip on IDYSD from the island to Powell River on the Sunshine Coast of the B.C. mainland. The planned event included visiting with chapter members at Powell River with member, Emily Anderson and her family hosting a barbecue.

As a member of the Vancouver Island Chapter, I had planned to participate in the event planned by Howard and looked forward to it with some degree of excitement. For the members that live on Vancouver Island, it would be a matter of getting up early and driving to Courtney, B.C. to catch a 10AM ferry sailing to Powell River. However, for me, since I live in Vancouver instead of on the island, my plans were to drive up to Powell River along the Sunshine Coast. Normally the trip would be a 4-1/2 to 5 hour trip which would cover 100 miles. There would be 2 ferries en route. Hmmm, "Sunshine Coast", how did that name come about? We are on the West Coast, known to many as the "Wet Coast." To be honest though, we did have quite a bit of sunshine so far this year.

Finally, September 10th arrives and like the chapter members that live on the island, I get an early start towards my destination with hopes of a great time. I am out of the house at 6:00AM with the Avanti. My route would take me through Vancouver city center and before I can proceed to Horseshoe Bay to catch the ferry on the Sunshine Coast, I am stopped by a police blockade due to a bike rally sponsored by RBC involving thousands of cyclists. . . .OK, now what? I turn around and head home.

Upon arriving home, I am still wondering as what to do, to make the effort to participate in the IDYSD or just call it off? My thoughts were, since I had already made plans for the event and that I had already reserved a room in a hotel in Powell River, I might just as well proceed but using another route to get there. While I was at home, I phoned to our events director to let him know that there is a change in plans regarding the route that I am taking and that I will be late in getting to Powell River. Howard's wife, Ingrid answered the phone and she was to relay the message to Howard. I am now going to be on my way.

The route planned now would be to drive to Tsawwassen, board a ferry and drive to Courtney to catch another ferry to Powell River. Travel time including the ferry ride would be about 5 hours to Courtney. Upon arriving at Courtney before 3PM, I drove to the ferry terminal expecting that there would be 2 hour between sailings but no, . . . The next sailing was 7PM. With time to kill, I drove back to Courtney and grabbed a beef without hormones hamburger at A&W as advertised on TV, along with an order of onion rings, something that I liked but haven't had for about 6 months. After eating and reading the newspaper, I moved the Avanti to another section of the mall where there were less cars. Several passersby would stop to talk to me about the Avanti so time passed quite quickly and soon, I was heading back to the ferry terminal to catch the ferry ride which is 1-1/2 hours. Before docking, I received a phone call from Howard, telling me that he would wait for me as I got off the ferry and he would lead me to where the barbecue was hosted. When I met up with Howard, it was already dark as it was after 8:30 in the evening, some, 14- 1/2 hours after leaving home. On arriving at the host's house of the barbecue, the group had already had desert but they saved a piece of pie for me and I enjoyed the offering with tea. After visiting for about 3/4 hour, the group were on the way back to the hotel to spend the night. It was planned for the group to have breakfast at 8:30AM in a restaurant that was across the street from the hotel at the former courthouse.

With breakfast over, some of the group would stay on the mainland and the others would be heading back to Courtney by way of the ferry. Upon arriving in Courtney, members, Bob and Sheila Primeau who lives at Parksville were phoned and told that we would be going through Parksville on the way south and if possible, for them to meet us at Dairy Queen which is on the highway towards home. We had a visit for about 45 minutes when Sheila noticed the time to be about 4:45PM. She called my attention that if I

was to try to catch the 5:45 ferry sailing from Duke Point, I would need to leave right away as it would take an hour to get there, so I said "Good Bye" to the group and headed south. Upon arriving at the ticket booth at the ferry terminal, I was told that I might make it on the 5:45 sailing but it is iffy. As it was, the car that was in the line-up ahead of me got on the ferry but I didn't so I had to wait for the 8:15 sailing that did not get under way until 8:30PM. I arrived home about 10:45PM.

In spite of the long hours of waiting for the ferry, the encountering of the road block on the start of the journey, the re-routing, it was still an enjoyable weekend of International Drive Your Studebaker Day. The Avanti ran well and it got a lot of "Thumbs Up", nice compliments and generally, a lot of attention.

The IDYSD for the Vancouver Island Chapter Members was a fun, 2 day event. Many Thanks to Howard for planning the event. . . Great Job, Howard!

The objective of IDYSD is to promote Studebaker and the Studebaker Drivers Club. To some extent, the Avanti and the other Studebakers on the drive, managed to do that.

Questions and Comments About The Avanti:

- What kind of car is that? Who makes it?
- Beautiful car, beautiful colour.
- You say it was designed for Studebaker over 50 years ago? It looks modern.
- Avanti. . . I have never seen one before.
- What kind of engine does it have?
- I have a friend that owns one.

Days:

- 2 days with average of 14-1/2 hours a day
- 4 ferry sailings- Approximately 140 miles total
- Approximately 275 miles driven Days:

The SDC IDYSD: It was enjoyable to be among some of the nicest people in the world during the event, our fellow SDC Members. If you were unable to participate in this year's event, try to plan for the event next year. Participation is part of the fun!

Hamilton SDC Annual BBQ & Corn Roast - September 18, 2016



Avantis at the annual SDC Hamilton BBQ, hosted by *(the late)* Ralph and Marguerite Hart. A lovely day for the drive and a great lunch provided by all. Thanks also to Paul Cronkright for the best corn ever. I *(says Steve)* should know as my dad was a real cornessour. Sue Lusted has kept our website up to date so check it out from time to time for upcoming events etc. The Avantis are owned by (left to right) Doug Sommerville (Hamilton SDC member not CAO), Larry Gibson, and Bill Harris.



Further to scrumptious BBQ eating's enjoying viewing some of *(the late)* Ralph's collection including an Avanti, Golden Hawk, Erskine, 51 Land Cruiser, Packard, Lark, 1927 Studebaker and 47 truck, plus others.

Gibson Tribute to the Steve Blake 1986 Avanti GT by Larry Gibson

(Instalment #2: Major Body Modifications)

While page 414 of "More than they Promised" provided a general outline on key components of the 1986 Blake Avanti GT two passenger prototype, it offered few details. The 1983 Escort Avanti GT prototype provided a good insight to many mechanical aspects, but with its lowered stance, the full length body seemed even longer than it really was. The two tone paint and modern bumper treatment added more bulk and exaggerated the impression of length. I like the smooth fender flare treatment and simple wheel openings. I have mixed feelings about the blacked out window trim.

I also found several articles on the Kellogg 1963 Avanti 2 passenger Concept Car, with many detailed photos that I studied very closely. I really admire the workmanship on this car and thought the eight inches removed contributed to the two passenger concept, but felt that keeping it close to the original height did not provide the correct stance for a 1986 high performance GT.

I decided I should combine many elements of these two cars, but with careful attention to *proportion and stance*, while following Blake's plan for a 48" height, use of fender flares, and a more modern bumper treatment, while retaining core 1963 styling elements.



I am not an artist, so I made a stack of 8.5" X 11" photocopies of a stock 1963 Avanti drawing found on page 35 and 36 of AVANTI by Thomas Bonsall, and found a pair of scissors and some glue. A few hours later, I came up with this rendering. A short time later I adopted a more modern painted slim bumper treatment.

Next, I made a chart recording of almost 50 critical measurements comparing those of my stock 1963 Avanti and 1963 Corvette, along with potential

donor cars for the driveline and suspension (C4, and C6 Corvettes). The last column listed the dimensions I would use for the Avanti GT.

I was now time to go to work. I drove the donor 1973 Avanti II into the garage, under the hoist and all electrical and mechanical connections between the body and chassis were disconnected. The body was then lifted off the chassis. The complete chassis was sold with functioning driveline, and complete exhaust system. We rolled it out of the garage and onto a waiting trailer.

The body was lowered onto a dolly and moved to the other side of the garage for removal the entire interior and doors. Knowing major surgery was about to begin, a grid of internal structural 1`square tubing was built to maintain door opening dimensions, and alignment of front and rear sections of the body in both a vertical and horizontal plane. By incorporating 1.25`square tubing over the 1`square tubing, dimensions could be maintained while having the ability to move (telescope) the rear section of the body forward once a section was removed.

With the internal structure complete, cut lines were marked on the body, 8` out of the roof and middle of the fender above the wheel opening, and 4` out of rear quarter window, as well as 4` behind the rear quarter window. Up front I had decided to move the front wheel position forward 3` to cut down on the front overhang with the outer bumpers removed, promote a 50-50 weight distribution, and provide space for the steering rack in front of the engine harmonic damper.



The body and dolly were then moved outside for the scary and messy part of the project. First the rear seat floor section was removed and some extra support was provided under the tire carrier portion of the trunk. And then the reciprocating saw and jig



saw were put to work. The section of the rear fender was cut out, followed by removal of the rear quarter window. Alternate sections of 4" X 8" of the roof were then removed in a staggered pattern, so as to create a finger joint. The next task was to cut along the top of the fender following the horizontal body line, continuing inside detaching the fender well from the outer body.

The rear section of the body was then pushed forward, closing the 8" gap. The pieces removed from the fender and roof were then fitted to the inside, treated to fibreglass mat and resin, and pop riveted in place until the fibreglass cured. During this process roof alignment was obtained by cutting almost 1" out of the "B" door post.



Once the roof and fenders were reinforced and fiber-glassed back together the wheel openings had to be defined and cut out. Small cuts were made to open up the areas and then wheels with tires of the size to be used were positioned in front at anticipated ride height. The front was moved forward an additional 1" to cut down the front overhang to improve proportions.



After reviewing many options, a set of 1.5" fibreglass fender flares for a 1967 Mustang were purchased and the area around the wheel wells prepped for installation. However major modifications to the fender flares were required to tighten up the curvature and accommodate the ride height. Initial fitment resulted in an "added on look", so additional reshaping and fibreglassing was required to get the blended contour I wanted.



Once body had been shortened, the desired stance established, and the fender flares installed, the wheelbase and track finalized, work on the chassis could begin (instalment #3). Since all the floors and transmission tunnel had been removed, along with the "hog troughs", it was necessary to reinforce the rocker panel area to accommodate the safe transfer of the body on and off the body dolly, the hoist, and trial fitting of the chassis. This was done by attaching a .25" aluminum 2" X 3" angle iron to the vertical portion of the "hog Trough" that remained in the rocker. This would also provide means to channel and attach the body to the chassis.



While I was pleased with the overall proportions and lowered stance, it resulted in the rear section looking heavy, as it seemed to be too close to the ground. I also wanted to clean it up by eliminating the spring shackle covers and the bumps where the bumpers attached. I also liked the idea of having centered exhaust outlets. This required raising the licence plate up closer to the trunk opening.



The 3" removed from sides will be reinstalled inside the fender, overlapping about 2.5", so that the lower curvature is re-established to stiffen this area. This is work in progress, and these pictures do not reflect the final product which will incorporate modified and painted C3 Corvette split bumpers that will frame the exhaust outlets.



To add to the "Grande Turismo" theme I wanted to incorporate heat extraction vents in both the hood and upper fenders. I spent many hours researching various OEM and After Market options and made mock ups of several in cardboard and chrome tape. Many were considered too large, while others with their chrome finish commanded immediate attention, detracting from the desired smooth and subtle look of modifications beyond the radical lowering and shortening of the body. So, I have decided to resort to the low budget approach of just cutting slots for vents that I used effectively on my old Road Race Corvette about thirty years ago.



Once the Avanti GT is painted a stainless steel screen will be installed inside the fender and under the Hood.



Here is the highly modified body shell in its current state sitting on 4" X 4", shimmed to ride height, with some wheels in position to simulate the proportions and stance of the Avanti GT when finished. At this point all the remaining red paint needs to be stripped, and any cracks repaired. The backside of all body modifications need to be reinforced and smoothed out. Hopefully it will go to the body shop by early December for full coats of primer, block sanding to flatten all panels, adjust gaps, and painting.

(To be continued) Instalment #3 will cover chassis construction & driveline.

OHIO Mile September 30 – October 2, 2016 by Larry Gibson

The Ohio Mile is a top speed event where your speed is calculated from your time passing through two timing gates about 100 feet apart at the end of one mile, from a standing start, sort of a mini Bonneville. The event is organized by the East Coast Timing Association (ECTA).

It has been held at the Wilmington Industrial Air Park, in Ohio for about 5 years, on a very wide 9000 foot (almost two miles) smooth concrete runway, that was once a training site for the US Air Force.

I thought this would be another venue to test the performance of my Pro-Touring style 1966 Studebaker commander and see a completely new type of specialized race cars. So, in mid-August my son, Scott and I became members of the ECTA and entered my car. The rule book arrived in a few days. There is a class for every imaginable car and engine combination. The rules focus on the experience of the driver, and the safety equipment that the car has, with increasing requirements as the speed increases.



As rookies we would have to start at 125 MPH, and display competence at increasingly higher speeds. With a few minor changes we determined that the car would fit into the B (Engine Size), G (Gas), RS (Real Street) Class that would allow us to go 155 MPH (150 + 5 MPH tolerance).

We arrived at the Airport at 6:30 AM Friday morning, but not much action as we waited for the rain to stop. Fortunately it cleared up by noon, and we were able to complete our “Rookie” test runs, and we were cleared to make 150 MPH runs on Saturday.

In between runs we scoured the pits and staging lanes for other Studebakers. We did not have to go far, as we had parked opposite two Studebaker teams.



Jack Heidel’s 1963 Studebaker Avanti is a record holder in a variety of classes with a small 259 cu. In. Engine. He typically runs in the 140 MPH range, but *improvements* since the last meet resulted in a disappointing best speed of 138.419 at this event. He will change back to the previous format, and then try some different *improvements*. Below is his Studebaker ramp truck for transporting his Avanti.





This is Russ Jones in his 1949 Studebaker pick up, powered by a 355 cu. in. SBC from his mechanic's (on bike) dirt modified stock car. Shifting at 7500 RPM, the motor was probably making at least 500 horse power. He was also a Rookie and was limited to 150 MPH. After completing his Rookie tests he ran 150.050 MPH.

John Kochel's 1950 Studebaker, Bullet Nose Starlight Coupe was powered by a nasty Big Block Chevrolet, and was equipped with a full cage and parachute to help braking. This indicates he was expecting to run between 175 and 200 MPH. However after two disappointing runs at less than 158 MPH, he disappeared.



This had to be my favorite car at the event. Look closely and you will see an Ontario licence plate. A few years ago, Pete Calaguire drove his 1953 Studebaker coupe from Barrie, Ontario, to Wilmington Ohio (7+ hours), went over 220 MPH, then spent four hours changing to street gears, re-installed the exhaust system, and drove home, free of any problems. It is powered by a 376 cu. in. Cast iron LS truck motor with a giant turbo. He also crashed this car at over 200 MPH, so now trailers it. He

had problems with his intake pipe blowing off from excessive boost on every run this year. On his last run he also blew a radiator hose a short distance from the speed traps. By his tachometer, he was going 215 MPH at the time, but lifted for an official speed of 196.764 MPH.



Scott, at the starting line for his 150 MPH, "D" licence run. He was going too fast, slowed down, and went through the mile at 147.9, but still passed as there is a 5MPH tolerance.



Getting ready for another run. The runway has a million groves, so it drains and dries very quickly.

A slight delay before my final run, because a motorcycle went onto the grass in the braking zone.

On this run, I easily reached 150 MPH at about the three quarter mile marker, and had to feather out of the gas before I crossed the mile finish line. My official speed was 153.435 MPH, also a pass for my ``D`` licence with the 5 MPH tolerance. The car demonstrated that if allowed, it could have run 165 -170 MPH.



I have only shown you the Studebakers that were competing, but there were 150 cars at the event of every kind imaginable; Hot Rods, old NASCAR stock cars, extended wheelbase Lakesters, Belly Tankers, Bonneville Streamliners, Sports Cars, Restored Classics, Imports, and pure stock street cars. In addition there were almost as many Motorcycles, from 50cc bikes that appeared to be in slow motion, to the fastest bike, and overall event winner at 245. ++ MPH. The fastest car, a retired NASCAR stock car driven by Bob Keselowski, (Brad's father) exceeded 220 MPH.

This was a great experience, and a new adventure that may not be repeated, as this was the last Ohio Mile to be run. The facility has been sold, and a jet Airline Rebuilder will bring needed employment to Wilmington. The ECTA is actively searching for a new location for 2017, but I am not sure how far I am prepared to drive, because like Drag Racing, you only get in a run every two to three hours.

Miscellaneous Photos



Sudbury Cruise in with about 50 cars on a weekly basis. Steve with Terry Pagliese and his 1947 truck used to promote his music business.



Two Avantis at the Sudbury Downtown Rib Fest. One of the first, Dave and Barb Moxhams 63 R2 and one of the last, Steve and Barb Wohleber's 89. Over 80 cars but only two Avantis!

Miscellaneous Items

Jean Laverdure while doing some clean up found about forty older back issues of the Avanti magazine. If anyone in the club is interested in them he will gladly give them away if whoever wants them pays the postage. It would be a heavy box or probably pack them in two boxes. He would rather have somebody enjoy them than throw them away. He will also include an Avanti key fob and personalized plaque (new not inscribed). If you have interest please contact Steve.

Obituaries for our late friends Keith Brooks and Ralph Hart.

Keith Brooks was a member of the CAO A until about 2014. He is lovingly survived by Marilyn, his wife of over 45 years. Keith passed away on August 4th. You may have met Keith at one of the national AOAI meets, the last one he attended was in 2007. He had sold his 1964 R2 a few years ago and had hoped the new owner might get the car finished and he would be taken for a ride in it. That ride in his former beloved Avanti will not happen now. Our sincere condolences go out to Marilyn and family.

<http://www.mhfh.com/brooks-keith-courtney/>

Ralph Hart was a member of the CAO A as well as the Hamilton and Ontario Chapters of SDC. He owned numerous Studebakers which included a 1964 R2 and a 2002 convertible. He was always willing to lend a hand or advice and hosted several BBQ's (including the most recent one) for the Hamilton Chapter and CAO A. He was a big guy with a big heart. He will be missed... Ralph passed away unexpectedly at home on October 6th. Our sincere condolences go out to Ralph's wife Marguerite and family. <http://obits.dignitymemorial.com/dignity-memorial/obituary.aspx?n=Ralph-Hart&lc=3763&pid=181820246&mid=7119369>

CANADIAN AVANTI OWNERS ASSOCIATION

MEMBERSHIP RENEWAL FOR 2015



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 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.

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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 Secretary/Editor Mike Emmerich 519-740-6118 studeemike@yahoo.ca

CHAPTER MEMBERSHIP APPLICATION & ANNUAL RENEWAL FORM for 2015

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 Driver; 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		