



# *The Canadian Avanti*

Official Newsletter for the Canadian Avanti Owners Association

July 2016

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CAOA Membership Form  
AOAI Membership Form

This newsletter dedicated in memory of our late friend Dwayne Jacobson.

## **President's Message**

Well as seems to be typical anymore, we In Ontario have gone from winter...drove the 89 Avanti through a snowstorm to a Mother's Day Brunch on the 8th...to Summer...first ride in the 1963 at 80 degrees today the 29th... three weeks later. All the more reason to take advantage of the seasons as they allow. There are lots of events in the next few months and we hope to see many of you in attendance as well as receive your pictures and reports. Rather than go over them here, I ask that you check the events listing attached. We are sorry that your Spring newsletter is late in coming, but our new editor lives in Alberta and works in the resource industry. As you can appreciate, with the ever changing economy and then the Fort McMurray issues there have been a few concerns that have taken precedence. Remember we're all volunteers. The full newsletter should be out soon, so keep an eye out and send us those pictures. Our "Spring" meeting took place on May 1, and was well attended. A number of member projects are in the works and future plans discussed. Also noted was confirmation of our sponsorship of the Ron Hall Avanti at the Studebaker Museum in South Bend. Keep checking your website for updates as they arise. More to come in a few weeks. Happy cruising.  
Steve

## **Editor's Message**

Hi! Very nice to meet you all! In the last CAO A newsletter (some-time-ago) you may have informally met (read) about me as a new CAO A member. Likewise I look forward to meeting you (and in my editor capacity), and I hope this is the first of many more future newsletters I can assist with, albeit more frequently. That being said thank you for your patience of the current newsletter delivery.

Sent from the comforts of a camp room at a northern oilsands facility in Alberta,  
Shawn Brockhoff

## **Meeting Minutes of CAOC meeting held on May 1, 2016**

**Call to order** 12.50 pm by Steve Wohleber

**Members Present** Jim and Barb Anderson, Ralph and Marguerite Hart, Barry and Carol Leppan, Larry and Barb Gibson, Steve Wohleber, Roly and Sue Lusted, Bill Harris, Dave Simonson, Dave Moxham, Paul Cronkwright, John Koshty.

**Opening Remarks** Steve welcomed everyone to the home of Larry and Barb Gibson and thanked them for hosting. Regrets from Mike Emmerich.

**Minutes** Minutes of the November 29, 2015 meeting were presented by Steve Wohleber. Motion to approve by Jim Anderson, seconded by Paul Cronkwright.

**Treasurer's Report** Report year to date April 30, 2016 presented by Dave Moxham. Current bank balance is \$2,451.19. We have distributed 40 calendars so far, 38 to renewed members and 2 complimentary. Motion by Dave Moxham to approve, seconded by Barry Leppan.

**Membership Report** Larry Gibson reported that we had 38 paid members and 7 not renewed so far for 2016. He will be following up with the non-renewed members. He noted that we are compliant with A.O.A.I. membership requirements.

## **Old Business**

**Sponsorship** Steve reported that he had received a thank you note from the Keystone Chapter regarding returning the sponsorship of the prototype cars to them. We now sponsor the Ron Hall Bonneville Avanti. Steve also indicated he could arrange to have copies of the photo of the Bonneville car made and sent to members who would like a copy.

Paul Cronkwright presented a draft of the Studebaker factory historical plaque to be placed near the former factory location. Hopefully the presentation and dedication will take place on September 10<sup>th</sup>, Drive Your Studebaker Day. Thanks to Paul and the committee for the excellent work done creating the plaque.

**Newsletter** Shawn Brockhoff has volunteered to take on the newsletter job with the next edition. Thank you to Charles Lucas our previous editor and to Mike Emmerich for his assistance in the preparation.

## **New Business**

### **Events**

June 18<sup>th</sup> Cambridge Cruise organized by Sheldon Rier of the Hamilton Chapter is on with plans to visit some auto fabrication shops in the area with lunch planned at Sheldon's. Afternoon road tour plans TBA.

The Fleetwood Country Cruizin is back on for June 4<sup>th</sup> & 5<sup>th</sup>. The Hamilton Chapter and C.A.O.A. members will participate.

Barry Leppan spoke about the July 9<sup>th</sup> Burlington Downtown Car Show. Entry is limited to 125 invited cars. Info at

[Burlingtoncarshow.ca](http://Burlingtoncarshow.ca)

Larry Gibson, Roly Lusted, Hugh Campbell and Bonnie Brooks attended the Avantifest in Florida, there were interesting tours, a trip to Amelia Island and a banquet followed.

### **Meetings 2016**

We are invited to participate in the September 18<sup>th</sup> Hamilton Chapter B.B.Q. at the home of Ralph and Marguerite Hart and have a short meeting C.A.O.A. as well.

### **Motion to Adjourn**

2.15 pm by Steve Wohleber.

After the meeting the group was treated to a tour of Larry's garage and a look at a special Avanti project he is working on.

## **The Ontario 1500 Motorsports Adventure – Sep 13-20, 2015**

### ***The Ontario 1500 Motorsports Adventure by Larry Gibson (Gibson Motorsports: Drive your Studebaker Week)***

The Ontario 1500 Motorsport Adventure was an 8 day tour of Southern Ontario, open to any street legal car, consisting of 1500 km (930 miles) of transit stages on public roads and 23 timed motorsport competitions held at Ontario's major Road Race courses. Points were awarded to each team of 2 drivers based on 11 timed Road Race events, 9 auto slaloms, 2 – ¼ mile drag races, 1 – ½ mile top speed run and a car show. Only Competitors are allowed to perform any maintenance or required repairs, and a trailer may be towed, containing spare parts, supplies and tools.

The car we entered in the event is a highly modified 1966 Studebaker Commander, home built in a full Pro-Touring style, with a tube race chassis & cage, adjustable coil-over suspension, large four wheel disc brakes, a 500+ H.P. 421 cu. In. Chevrolet engine, and a 5 speed road race transmission. It has a fully upholstered interior and all required equipment to be street legal. To see full details of the build and the complete daily journal for the Ontario 1500, please visit [www.gibsonmotorsports.ca](http://www.gibsonmotorsports.ca).

As the date of the Ontario 1500 approached a significant amount of time was put into preparing for the event, on top of the many hours spent over three years actually building the car. With such a unique vehicle, we knew that we would be on our own for spare parts. My son's race car was stripped of many usable parts. Other spares included brake pads, distributor & wires, rocker arms & push rods, water pump,

alternator and starter. We also had spare set of mounted Nitto NT05 tires. The trailer would also be packed with all the necessary tools to make any repair along our journey.

The newly built Studebaker had only three test track runs and a few short trips to local cruise nights. With only 344 miles on the odometer, we felt that an extended highway test should be run. On the Thursday prior to departing, the Studebaker successfully completed a 100 mile loop, achieving a respectable 21 MPG while cruising between 65 and 70 mph.

Preparation time had now expired. It was now Saturday morning, **September 12<sup>th</sup>, International Drive Your Studebaker day**, so I jumped into the '66 Commander to go and pick up the 5' X 7' enclosed rental trailer. The balance of the day was spent organizing and loading the trailer with all the spare parts, tools, supplies, and our luggage.



The weather outlook for the entire week was fantastic, except for Sunday, departure day. I left Grimsby in a light rain and after a brief stop in Burlington to pick up my son Scott, our Ontario 1500 adventure officially started.

Our trip was slow and soggy. Toronto stop and go traffic was not kind to our engine and the longer we sat in traffic, the higher the water temperature climbed. Eventually, we gave up on the planned route, merged with traffic going through the city.

After a few zigs and zags, we were able to rejoin the open highway, in very heavy rain... Eventually, we arrived at our destination, the Canadian Tire store in Bomanville, for registration, tech inspection and introduction to our fellow competitors. After a brief stop to refill the gas tank and dinner, we arrived at our hotel for the night.

**Day 3** (September 14) of the Ontario 1500 was the beginning for the week-long adventure with a full day of on-track competition at CTMP (Mosport), on the full Grand Prix track.

We completed the initial practice session, but when switching drivers for the next session, pushing the start button was met by the horrendous sound of the grinding metal. After replacing the starter, the car fired immediately, but we missed most of the practice session.



Our next time on the track would be in the first Time Attack stage. I drove at a cautious pace to ensure that we would post a time on the board. After lunch, Scott strapped in again for his first timed run. His first laps behind the wheel were somewhat cautious, but he still managed a respectable 1:46 circuit. The Studebaker has enormous potential, but the drivers are a little timid.

I returned to the pilot's seat for the next on-track session, but this is where our adventure decided to plot its own course. When the new starter drive gear came to a damaged section of the flywheel, that horrendous grind returned. Could our Ontario 1500 Adventure be over? Dejected, we weren't quite sure what to do next. Yes, we could bump start the car, but for a whole week!

Our intent for the week was always just to have fun. Posting top time of the day was not even a consideration, nor was accumulating the most points. In that spirit, we had several options. We could return home to swap cars, or spend time repairing the Studebaker before rejoining the tour. With everything loaded and a full tank of gas, the car was bump started for the long drive home.

**Day 4** started early, back in Grimsby, in the shop. We knew that Tuesday was going to be a long day. The flywheel had to be replaced and just getting it out represented a lot of work. This included removing the torque link driveshaft, as well as disconnecting the exhaust to provide enough room to drop the transmission.

Once the flywheel was out, the required 153 tooth ring gear was found. After some persuasion with a cut-off wheel and a few taps with the hammer, the damaged ring gear was removed and the replacement was ready for a few spot welds on the original flywheel. However, there was no point to putting the car back together until starter drive engagement was addressed. After some careful measuring, it was determined that the 0.060 had to be removed from the starter's mounting block for the starter drive to properly mesh with the flywheel. After a few passes under the mill at B&J Machining in Smithville, the car was ready to go back together.

After a complete nut and bolt check in the morning, we were back on the road. We arrived in Picton after a 200 mile, 4 hour drive without incident and enjoyed a free evening to get recharged prior to resuming the tour the next day.

**Day 6** (September 17) After a good night's sleep at the Pictor Harbour Hotel, we provided the wakeup call for the rest of the patrons when the Studebaker roared to life shortly after 6am. After a short drive through the misty fog, we arrived at the Shannonville track. Soon, the other competitors joined us, each making a point to welcome us back to the competition. We were also surprised to learn that despite missing the event, the Studebaker received the highest number of votes for the car show!

Shannonville would utilize the tight Nelson track in the morning and the Pro Track in the afternoon. It had been several years since we last visited Shannonville, but it only took a few laps to re-acquaint ourselves with the tight layout of the Nelson track. As we gained more speed, a new problem arose. The tight multi turn track is a lot tougher on brakes than CTMP and the Studebaker started to experience a soft brake pedal, requiring a few pumps down the straights to restore a firm pedal for the next corner. We weren't the only team with brake problems, as the Agile team's new Camaro SS and Can Am Alignment's '99 Trans Am also raced to address their brakes issues between each session



We both enjoyed the Pro Track's open layout much more than the tight Nelson circuit because it is easier to find a rhythm by stringing the higher speed corners together. Since registering for the 1500, our focus had never been about setting a blistering lap. Our only goals were to enjoy each moment on the track as well as the camaraderie of our new friends.

After our last on-track session, we quickly loaded our belongings for the long, four hour trip home to Grimsby. Shortly after leaving the track, a significant gear whine from rear differential was heard while cruising with minimal load. By the time we reach home, the constant whine made conversation impossible. It was the Studebaker's way of letting us know that it was sick.

**Day 7** (September 18) We left early for the short drive to Cayuga. The drive across misty country roads during sunrise was a welcome departure from the multi lane highways that we had traversed all week. Once underway, the noisy rear gears were a constant reminder that the Studebaker might not last through the end of our journey. Three separate events were scheduled at TMP for the day with time attack stages on both the short and long courses and a top speed challenge on the drag strip at the end of the day

With the Studebaker performing well, the best to worst 1500 Competitors were only separated by 5 seconds, which is amazing given the difference in cars. Again, we preferred the full track layout that was used in the afternoon. By the end of the last session on the full course, we had more confidence in the Studebaker's brakes and were able to post a respectable time.

The day ended on the drag strip with a ½ mile top speed challenge. With dark clouds and rain closing in on the track, each team only had two runs down the track. Each driver would approach the starting line, rolling, and then accelerate for a full ½ mile then brake hard to get the car slowed down before running out of track.

Officially, my first pass was the best, hitting 218 km/h, (135 mph). However, my observation was that the speedometer was nearly pegged at 140 mph on the second run, hitting full power with excellent traction at the start and shifting about 5600 rpm. Braking hard, I had no problem stopping at the end of the strip, but this wasn't the case for the two fastest cars. The radar captured the first place turbo charged Nissan GTR at 264 km/h and a LS7 powered Trans-Am was second at 234 km/h. However, both cars locked up their brakes and slid off the end of the track. Unfortunately, this caused enough damage to the Trans Am to end their Ontario 1500 Adventure.

With rain starting to fall, everyone was quick to pack up for the transit stage to Grand Bend. Earlier in the day, we made the decision to skip Grand Bend and return home, rather than risk the rear gears failing. We also decided to trailer the Studebaker to the final track

After a great rest at home, the morning was spent re-organizing the big car trailer. By 1pm, the Studebaker was loaded into the trailer for the drive to Bomanville. After a short pause for dinner, we arrived safely at the same hotel where our adventure began, nearly one week ago.



**Day 9** (September 20) CTMP's(Mosport) Driver Development Track was the host for the final day of the Ontario 1500 competition on the road course in the morning followed by an auto-cross in the afternoon. After the last competition, the group would celebrate its accomplishments over dinner and the awards presentation.

The DDT is a fantastic track that was completely renovated the year prior to our visit. It features all of the blind corners, elevation changes and long straights of the neighboring grand prix circuit; just on a smaller scale.

Scott had never turned a lap at the facility before. There are several layout options available for the course. The front straight was cut short with the sweeping turn one replaced by a tight chicane and speeds on the back straight were kept down by driving the kink. Gearing in the Studebaker proved to be optimal, as we could drive the entire lap in third gear. Staying in third gear allowed us to left foot brake for the entire lap without having to worry about changing gears. I was able to post a respectable time for the first timed session. Scott then took over driving duties for the second session. After driving deeper into turn one than he had on any previous laps, braking hard, but carrying too much speed, he turned in early and bounced off the inside curb, which unsettled the car. Rather than risk over correcting, he drove the car off the track, missing the second half of the turn one chicane. With that, his time attack was over, as four wheels off meant a disqualification.

After lunch, it was time for the final auto slalom. The layout was very tight, requiring that the entire course be completed in low gear. Unfortunately, in the maze of pylons, I missed the same gate on each run. Scott was on duty to marshal the back of the course, so was not able to advise me of my mistake between runs. After three timed runs, our Ontario 1500 Motorsport adventure had come to an end.

After starting out with only 344 miles on the odometer in the week prior to the event, The Studebaker had racked up nearly 1500 miles by the end of the event, and spent nearly another 300 miles in the trailer. While we were there at the end, we had missed three days of competition.

Congratulations to Garry Wood and the entire team of 1500 volunteers for an exceptionally well-run event. A pair of Scions was at the top of the standings, followed by the new Camaro SS. Despite our mechanical setbacks, we had a fantastic week. The Studebaker proved that it was capable of competing against the modern machines that dominated the event. A few more miles to sort out our mechanical issues, as well as additional seat time behind the wheel for the drivers would have put the Studebaker in the running at most of the events.

Although it is unclear whether we will field a 2016 entry, it is unquestionable that it will be another exciting but grueling event and that we would definitely like the opportunity for a second attempt. Equally important are the new friendships that were made with those that shared in this remarkable experience.



Larry and son Scott

## **Importing Older Vehicles into Canada – Transport Canada**

<http://www.tc.gc.ca/eng/motorvehiclesafety/safevehicles-importation-1338.htm>

Ok... So what are you required to do?

- **U.S. Citizens, U.S. Residents or U.S. Companies**

If you are a U.S. resident or U.S. company exporting a used self-propelled vehicle to Canada, you have TWO filing options:

### **Option 1\***

1. Obtain an Employee Identification Number (EIN) or DUNS number
2. Register for AES Direct (if you do not have your own AES software)
3. File export information on your vehicle
4. Receive your Internal Transaction Number (ITN)

### **Option 2\***

1. Obtain an Employee Identification Number (EIN) or DUNS number
2. Select and authorize a U.S. agent (i.e. Freight Forwarder, Broker, etc.) to file export information to the AES on your behalf
3. Obtain the ITN from the authorized agent

\*For vehicle shipments, be sure to submit your export information to the AES and provide CBP with your ITN 72 hours prior to export.

### **Non U.S. Residents or Foreign Companies –ONLY –i.e. You are a Canadian resident importing to Canada**

Foreign persons visiting the U.S. cannot register to file through AES directly. Therefore, non-U.S. residents must:

1. **Select and authorize a U.S. agent** (i.e. Freight Forwarder, Broker, etc.) to file export information to the AES on their behalf.
2. Provide the U.S. agent with your foreign passport number (instead of an EIN) and other mandatory data elements
3. Obtain the ITN number from the authorized agent.

To find a U.S. agent or freight forwarder, simply use an internet search engine to locate one. **Many NAACC members use A.N Deringer.** Deringer's account representatives can be reached at (888) 612-6239, or call your local BC Customer Service Center at (800) 448-8108 for information.

If you have questions regarding the new requirement, please contact the Regulations, Outreach, and Education Branch at 1-800-549-0595, option #3 or e-mail [ftdregs@census.gov](mailto:ftdregs@census.gov).

## **Avantifest in Florida - March 5, 2016**

**By Hugh Campbell**

Bonny and I left at 6 am for the 4 hr. drive from Sebring to Jacksonville to visit Avantifest 2016. I had spoken to Tom Pinnel the Florida chapter president, to see what day would fit our busy schedule of 11 days in the Sunshine state. Saturday was cool and bright and about 30 Avanti's were registered. Lew Schucart was the first person I recognized, and was chatting with him , when this tanned, smiling , gentleman was walking by, no way it's Roly Lusted , couldn't believe, this was the same Roly from the Hamilton Christmas party . Santa gave him the gift of good health, as he looked 10 years younger, we laughed for 20 minute's about all great things. He, Larry Gibson and their wives had made their annual pilgrimage south, so seeing them was always nice 1500 miles from home. Larry had a photo book of his amazing Avanti, which will be a great addition, to the custom car world, not to mention Hamilton and Canada, awesome Larry. The first 3 AVX's produced, were on display as well as many other beautiful rides. Mike Baker the past president of US chapter, spent the entire 2 hrs I was there, working on several Avanti's, as the fit and finish of these artworks, dates back to 1962 63 64, you get the picture. I met a 84 year old guy , Arthur Burns a dentist ,from Jacksonville , who was walking along holding a picture of his, then new, 82 Avanti ,hoping to see , if his car was there, reliving the memories of his youth. Taking my car out this week to bring smiles to others, a Loewy trademark.

**A celebration of the last Studebaker – Avanti by [Jacqueline Persandi](#) Fri, Mar 11, 2016**



<Mike Chemago's 1963 Studebaker Avanti - one of 27 classics at last Saturday's Avanti Fest - has a 1964 New York World's Fair license plate.

On Saturday, March 5, the Avanti Club of Florida hosted Avanti Fest at the Crowne Plaza Hotel in Jacksonville to celebrate one of America's most beloved performance sports coupes — the Avanti.

Sunny skies and a cool breeze welcomed Avanti owners from all over the country and Canada, with a total of 14 states represented. Event attendees were treated to a smorgasbord of 27 Avantis, ranging from 1963 original Studebakers to the final 2007 model.

Nicknamed “the phoenix” because the model has risen from the ashes several times, the car was originally designed as Studebaker’s saving grace in an effort to salvage the dying brand.

[WATCH: The introduction of the Avanti](#)

[WATCH: The classic and timeless 1963 Avanti](#)

American industrial designer Raymond Loewy was tasked with producing a finished design and scale model in only 40 days by Studebaker’s president, Sherwood Egbert, in 1961.

Egbert had a concept for the car, and he wanted it done quickly.

Tom Pinnel, president of the Avanti Club of Florida, recalled the history of the admired vehicle.

“Egbert got together four designers and engineers and in six weeks, they had a clay model, which was unheard of,” said Pinnel, who drove his black 1988 Avanti convertible from Kissimmee with his wife, Karen.

Loewy and his team met the tight time frame, creating a car that broke design and production norms with modern luxuries, including a fiberglass body, disc brakes, a roll bar and supercharged engines. The Avanti — meaning forward in Italian — was introduced at the New York International Auto Show in 1962.

The car’s design stood out with its unique styling. The model included a pinched waistline, known as the “coke-bottle curve.”

“If you look at the styling in 1963, it was way ahead of its time,” Pinnel said. “It’s still stylish today; it still turns heads.”

Although Studebaker shut down auto production in 1964, the Avanti had many years ahead.

The car saw a handful of owners, the first a Studebaker dealer Nate Altman and his business partner, Leo Newman. Altman and Newman formed the Avanti Motor Corporation and produced 45 cars in 1965.

“Most people thought that the Avanti didn’t outlive Studebaker. Studebaker made them in 1963 and 1964,” Pinnel said. “And then, the manufacturing was picked up by two Studebaker dealers in South Bend, Ind. At that point, it was virtually a handmade car. They maintained the style of Studebaker Avanti with minor alterations to meet government standards over the years.”

In 1982, the rights to the company went to real-estate developer and self-proclaimed Avanti enthusiast Stephen H. Blake. Blake was determined to modernize the car. He updated the model by adding body-color bumpers and created a 20th anniversary edition in 1983. He also began working on plans for the Avanti touring coupe and Avanti convertible.

After a paint mishap resulted in a year’s worth of inventory needing new paint, the company shut down production in 1985. However, it was bought the following year by Michael E. Kelly, who changed the name to New Avanti Motor Corporation.

Kelly brought more changes to the model, building coupes, convertibles and sedans on various General Motors platforms.

During Kelly’s time as owner, the Cafaro Company in Youngstown, Ohio, purchased equity in the company. John J. Cafaro later bought out Kelly and became sole owner of the New Avanti Motor Corporation.

The company only made concept models from 1991 to 1999.

Tom Kellogg, one of the original design team members put together by Raymond Loewy, agreed to create and design a modern Avanti. Due to legal troubles, the Avanti name was not available at the time. The models were named AVX — short for “Avanti experimental.”

Built on a Pontiac Firebird chassis, three prototypes were created — a coupe, a T-top coupe and a convertible. At the Avanti Fest last Saturday, the three original AVX models were together for the first time since production.

Dale Sexton, Avanti Owners Association International president and AVX owner, said it was momentous occasion.

“This was an opportunity for us to have these three AVX models here,” he said. “It’s a challenge to get all of us together. It’s historical for us and we’re excited about being here.”

In its final years, John Seaton and Kelly owned the rights to New Avanti Motor Corporation. They produced a convertible and the coupe on a Ford Mustang chassis.

At Avanti Fest, a 2006 convertible with a 4.6-liter V-8 engine was on display. The model comes from the design by Kellogg. It is one of only 13 Avantis that were created from 2006 to 2007. It was the last V-8 that Avanti delivered from the factory.

From 1963 to 2007, the Avanti was brought back to life time and time again. Through the years, modifications and developments to the model have created an assortment of Avantis, each as unique as its owner, but all held together by the Avanti legacy.

With a 1963 and a 2006 model only yards from one another, Pinnel admired the similarities.

“There is definitely a resemblance to the 1963 [cars],” Pinnel said. “You look at [a 2006 model] and you can say there’s a DNA in this car that goes back to Studebaker.”

Although whispers about a new owner are only rumors at the moment, Avanti enthusiasts like Pinnel hold on to the possibility that “the phoenix” will rise from the ashes once again.

Pinnel admitted, “There’s always hope.”

For more information about Avanti, visit [aoai.org](http://aoai.org).

Above excerpt from <http://jacksonville.com/autos/2016-03-11/story/celebration-last-studebaker-avanti#>

## **Studefest June 3-5, 2016 – Ontario Chapter of SDC**

By Steve Wohleber

June 3rd to 5th the Ontario Chapter of SDC held a weekend tour around the Oshawa area. About 12 vehicles attended with three Avantis. Vern and Mervis Brinsmead, Peter Sant and Steve and Barb Wohleber. A great weekend of socializing and touring including the Canadian Automotive Museum,

Ontario Regiment Tank and Military Museum, and a lovely drive to Lagoon City and lunch. Barb and I took a detour after lunch to Parkwood, the home of Sam McLaughlin who brought GM and prosperity to the Oshawa Area. Also a visit to the McLaughlin Art Gallery on Friday evening for exhibits and performances. The weather was perfect and all in attendance had an enjoyable weekend. Perhaps one of these days the CAO A can host a similar event and be hosts to our friends from SDC Ontario and Hamilton.

Home of Sam McLaughlin>



<Beautiful gardens

Usual get together in the parking lot>



Three Avantis in attendance



## **Gibson Tribute to the Steve Blake 1986 Avanti GT by Larry Gibson (Instalment #1)**

After acquiring my 1964 Avanti( which has its own unique story)\* in 2013, I purchased several books over the next two years that told the story of the development, design and all the difficulties of introducing the Avanti to the marketplace by the Studebaker Corporation and other future producers of the Avanti II. It truly was an inspiring European design, with many trend setting mechanical and safety features that should have made it enormously successful.

As we all know that was not the case. Initially the orders came pouring in, but the new 1963 Corvette was also flying out of the showrooms. Unfortunately both bodies were produced by the Moulded Fiberglass Products Company of Ashtabula, Ohio. General Motors successfully convinced them to fill their Corvette orders, while Studebaker faced back orders for Avanti bodies, and ultimately cancelled sales orders. While Studebaker was forced into producing their own bodies in South Bend, it took several months to get body production up to speed. While the accolades from the press continued to roll in, empty showrooms resulted in many lost orders. Running changes improved quality, and performance options improved Avanti reputation and sales, but all was not well.

The Automotive Division of The Studebaker Corporation was in financial trouble. All production in South Bend ceased on December 31, 1963, (Avanti # R5643), and only the Lark continued to be produced in Hamilton, Ontario until March 17, 1966.

I read about how the Avanti II was resurrected by Newman and Altman from 1965 to 1982, and various others up to 2007, but I was most intrigued by the Steve Blake story.

With several high performance cars in my garage, I was impressed that his immediate action upon purchasing the Avanti Motor Company on October 20, 1982, was to go to the SEMA automotive show in Las Vegas, (in early November), to solicit ideas from industry leaders on how to change the image of the Avanti to a sporty performance car.

Prior to finalizing the purchasing the Avanti Motor Company, (a four year process), he had already hired Herb Adams, (a former GM engineer who had developed their winning Z28 Camaro for the Trans Am racing series), to develop a high performance prototype Avanti. At SEMA he was advised that the fastest way to change the image of the Avanti was to enter the Daytona 24 hour race for Sports Cars, held in late January each year.

“Well then, let’s do it” Blake responded, “I have developed high performance Avanti prototype that is almost complete”. His advisors inquired about the details of the car under development, and upon learning of the details, he was told that it would not be competitive. He was told it would take \$200,000 and a year to develop and build a powerful, light weight tube framed GTO (class) race car with thin fiberglass body. Blake said that was not acceptable, and that he needs to know how to be at Daytona with a competitive car in less than Eight weeks.

This saga is a separate story in itself, so I will only tell you that he did enter the 1983 Daytona, 24 hour race with a re-bodied Avanti Trans-Am chassis supplied by Dillon Enterprises, with a rented but illegal Dirt Modified motor that set a qualifying record of 1.47 Minutes, (206 m.ph.) that was disallowed. A second Bo-Laws motor (Blake did not know it was also illegal) was installed, that allowed driver Joe

Ruttman to run in the top ten for much of the 24 hours. An early accident and numerous repairs, result in lost time that causes him to finish 27<sup>th</sup> out of 56.

Back to the 1983 Avanti GT proto-type. Adams completed the car with a modified Avanti body and many C4 Corvette components (remember that the C4 Corvette did not reach the market until 1984), and it raced in the Escort, Showroom Stock series successfully in late 1983 and 1984. It is believed that he spent \$250,000 on the Daytona effort and the Escort Avanti GT.

During Blake's tenure the Grand Touring Coupe was introduced as well as a convertible, and a 4 door sedan was designed.

Further research uncovered specific plans for a production 2 passenger Avanti GT that would be introduced in 1986. He hoped to increase production to 1800 units per year, consisting of 201 Avanti GT coupes, 400 convertibles, 800 roadsters and 400 4door sedans. The traditional 4passenger coupe would be phased out.

After producing a record 289 cars in 1983( many with quality issues) with a value of 8 million dollars, and a further 300 in 1984 and 1985 with the new Ditzler Deltron urethane paint that failed on 270 of the 300 produced, requiring a recall for repainting, sometimes more than once, financial problems began to plague the company.

On June 28<sup>th</sup>, 1985 Blake filed for bankruptcy.

As mentioned earlier, I was very intrigued with Blake's plans to introduce a 2 passenger, high performance Avanti in 1986, and after reading the detailed plans listed below, I decided that I would build the Avanti GT.

The plans are found in the book, "**More than they Promised ----- THE STUDEBAKER STORY** by Thomas E. Bonsall".

*(Quoting excerpts from page 414)*

*"The most ambitious and potentially far reaching plan Blake launched, however, was for a car that, as fate would have it, was never built, the Avanti GT. The GT was eloquent testimony to the depths of change that Blake sought in order to prepare the (Avanti Motor) company for what he regarded as its future.".....*

*"Although the basic looks and basic powertrain of the two- decade old Avanti were retained, the entire chassis—indeed the entire concept of what a grand touring car meant—was rethought and reengineered."*

*"The GT was (to be)built off a new (step down backbone) frame that, together with body alterations, lowered it to a mere 48 inches—six inches less than the standard Avanti. At the same time, the tread width was widened and the fenders were flared out in response. These changes had the beneficial effect of dramatically lowering the center of gravity for improved handling and cornering stability."*

*"In addition, independent (wishbone) rear suspension was added, as were rack and pinion steering and rear disc brakes."*

*"The transmission was a Borg-Warner five-speed manual."*

*“Body and frame modifications, and the use of a Corvette aluminum differential case, together shaved off 400 pounds of weight.*

Later, Michael Kelly, the next owner of the New Avanti Motor Corporation, had the prototype Avanti GT, converted to a fully street legal personal touring car with a contemporary Avanti interior.

The Avanti GT remained a corporate vehicle, with future Avanti Motor Corporation owners, including transfer to Cancun, Mexico in 2006, where all corporate assets were seized. It was returned to the United States in 2014 by the current owner, Ryan Lipp. I was able to view and photograph the prototype Avanti and meet the new owner in South Bend, Indiana, in May 2015.

In April of 2015, I was able to purchase a 1973 Avanti II that was in very poor condition that would become the donor body for the Gibson Avanti GT, a tribute to the 1986 Steve Blake Avanti GT that was designed but never built.

*(To be continued...)*

*Daytona Avanti GT 1983  
(Dillion Trans Am chassis & Thin fiberglass Avanti shell)*



*1973 Avanti II donor car*



*<Avanti GT 2015 (made street legal by Michael Kelly about 1986)*

*Rendering of Gibson Avanti GT Tribute, to be built>*



## Upcoming Events

### Chapter Events

Meetings for 2016: Summer - Ralph and Marguerite Hart, details TBA

New for 2016: CAO A Event, details TBA.

As in previous years, CAO A will attempt to tie a meeting to an event. We are always looking for suggestions and/or meeting places, so send in your thoughts to Steve Wohleber or Mike Emmerich.

### AOAI Events

Sep 21-24, 2016: AOAI International Meet, Kansas City, host Heartland AOAI Chapter. See [www.heartlandAOAI.org](http://www.heartlandAOAI.org)

### SDC Events

June 26 - July 2, 2016 52nd Annual Studebaker Drivers Club International Meet Warwick, Rhode Island. See <http://www.sdcmeeet.com/> for details.

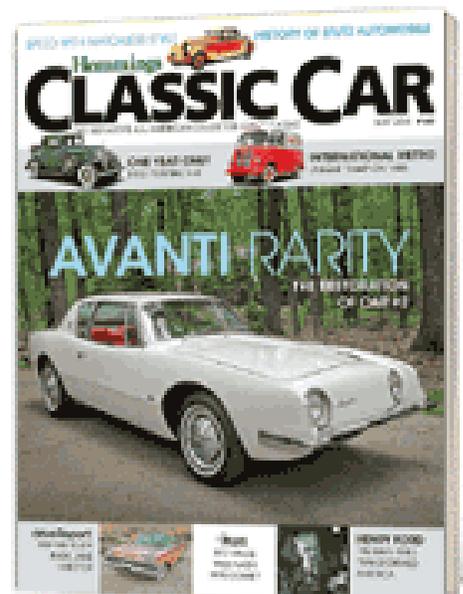
Sep 30-Oct 1, 2016: MapleLeaf Tour (Ontario Chapter SDC). Verne and Mervis Lyn Brinsmead, 705-454-3854. Details TBA.

Have an event you would like to add? Please contact Mike Emmerich with the details...

## Dave Kinney's Number 2 Avanti – Hemmings Classic Car Magazine

A link to the article and its cover as printed in a recent Hemmings classic car magazine.

[www.hemmings.com/magazine/hcc/2016/05/Lost-and-Found--1963-Studebaker-Avanti-R2/3749646.html](http://www.hemmings.com/magazine/hcc/2016/05/Lost-and-Found--1963-Studebaker-Avanti-R2/3749646.html)



**Pocket Price Guide** (of Studebaker Market) by Keith Martin, publisher of “Sports Car Market” and “American Car Collector’s” magazines

Keith Martin's  
**Sports Car Market™**  
 The Insider's Guide to Collecting, Investing, Values and Trends  
 Volume 20, Number 1

## New Format — Median & High Sale

by Keith Martin

**W**elcome to the new and improved 2016 Sports Car Market and American Car Collector Pocket Price Guide.

The collector car market has seen incredible growth since 2009.

In light of this, we've made significant changes to our guide to better help you navigate the fast-changing collector-car market.

The guide is now in a data-driven format that reports the median price and high sale of each listed car.

The median column shows a recent-biased median from auctions in SCM's Platinum Database, which is our exclusive source of 28 years of auction results. The median is more resistant to outliers than an average, and it gives us the midpoint of the market.

The high-sale column shows the most recent high sale of each model.

The guide no longer presents a range of buy-low and sell-high prices for cars in #2 condition. Instead, we're not measuring any ephemeral condition rating; we're looking strictly at pricing data.

Sometimes you will see a wild difference between the median price and the high sale price. This often shows the unpredictability of a car auction. Sometimes emotions just take over. Other times, the high sale can be a very special car, such as a Porsche with past Steve McQueen ownership.

Not every model in this guide makes it to auction every year, so in those few cases we've reached out to experts in private sales for our median price. The recent timeframe is two years, but numbers are pulled from the past five years of sales.

We believe this new format will better help you when you're thinking about buying or selling a car.

We're constantly working to improve this price guide, and we will include additional makes and models with each update to keep track of this expanding market. Look for the online updates at [www.sportscarmarket.com](http://www.sportscarmarket.com) at the start of each quarter. Send your questions and comments to [price.guide@sportscarmarket.com](mailto:price.guide@sportscarmarket.com) or [chad.tyson@sportscarmarket.com](mailto:chad.tyson@sportscarmarket.com). ♦

### LISTINGS BY MAKE

|                     |    |                     |    |                       |    |                   |    |
|---------------------|----|---------------------|----|-----------------------|----|-------------------|----|
| Abarth.....         | 14 | Cisitalia.....      | 24 | Iso.....              | 32 | Nissan.....       | 38 |
| AC.....             | 14 | Citroën.....        | 24 | Isotta Fraschini..... | 32 | Opel.....         | 38 |
| Acura.....          | 14 | Daimler.....        | 24 | Jaguar.....           | 33 | Osca.....         | 38 |
| Alfa Romeo.....     | 14 | Datsun.....         | 25 | Jensen.....           | 34 | Pegaso.....       | 38 |
| Allard.....         | 18 | Delage.....         | 25 | Jensen-Healey.....    | 34 | Porsche.....      | 38 |
| Alvis.....          | 18 | Delahaye.....       | 25 | Lagonda.....          | 36 | Renault.....      | 38 |
| Amphicar.....       | 18 | Delorean.....       | 25 | Lamborghini.....      | 36 | Rolls-Royce.....  | 38 |
| Arnolt-Bristol..... | 18 | Detomaso.....       | 26 | Lancia.....           | 37 | Saab.....         | 38 |
| Aston Martin.....   | 18 | Dual-Ghia.....      | 26 | Land Rover.....       | 38 | Siata.....        | 38 |
| Audi.....           | 20 | Elva.....           | 26 | Lotus.....            | 38 | Stanguellini..... | 38 |
| Austin/Morris.....  | 20 | Facel Vega.....     | 26 | Maserati.....         | 39 | Sunbeam.....      | 38 |
| Austin-Healey.....  | 20 | Ferrari.....        | 26 | Mazda.....            | 40 | Talbot-Lago.....  | 38 |
| Bentley.....        | 21 | Fiat.....           | 31 | McLaren.....          | 40 | Toyota.....       | 38 |
| Bitter.....         | 22 | Frazer Nash.....    | 32 | Mercedes-Benz.....    | 40 | Triumph.....      | 38 |
| Bizzarri.....       | 22 | Gordon-Keeble.....  | 32 | MG.....               | 43 | IVR.....          | 38 |
| BMW.....            | 23 | Hispano-Suiza.....  | 32 | Moretti.....          | 44 | Voisin.....       | 38 |
| Bricklin.....       | 24 | Honda.....          | 32 | Morgan.....           | 44 | Volkswagen.....   | 38 |
| Bugatti.....        | 24 | Intermeccanica..... | 32 | Nash-Healey.....      | 44 | Volvo.....        | 38 |

# 2016 Pocket Price Guide

**Median:** The middle value in a series of values arranged from smallest to largest.

**Median Price:** Median price of sales pulled from SCM Platinum Auction Database from last two years.

**High Sale:** High sale of specific model from SCM Platinum Auction Database.

## Investment Grade:

*Note: This is not a value appreciation guide. Rather, it is an overall ranking of the desirability of the car, regardless of current market conditions.*

**A Grade:** Cars that will always have a following and will always bring strong money when they are offered for sale. They embody the attributes of style, performance, historical significance, rarity and competition history that often typify first-rank collectibles. Examples are the Ferrari SWB, the Mercedes-Benz 300Sc roadster and the Alfa Romeo 8C 2300 Monza.

**B Grade:** Cars that have something special about them, often technical innovation, style or competition provenance — but normally not all three. They were generally produced in far larger numbers than the A-tier cars. Examples are the Austin-Healey 100-4, the Ferrari 512 BB and the Lotus 7.

**C Grade:** Cars that have some inherent interest but had few special or desirable characteristics. Examples are the Porsche 914, the Saab Sonett II and the Triumph TR4.

**D Grade:** Cars that had the potential to be interesting but failed to be successful in the collector car marketplace, often due to design, engineering or styling flaws. Examples include the Ferrari 400 2+2 and the Alfa 2600 Sprint.

**F Grade:** Cars with few if any redeeming characteristics, that are consequently hopeless in nearly every way. Examples include the Alfa Romeo Alfetta sedan automatic, the Iso Lele and the Lotus Eclat.

## % Change Notes:

- NL†** Indicates new listing
- n/c** Indicates no change
- Adj.** Indicates adjustment of 20% or more

|  | Years | # Made | Values    |           | Invest. Grade | Median % Change |
|--|-------|--------|-----------|-----------|---------------|-----------------|
|  |       |        |           |           |               |                 |
| <b>STUDEBAKER</b>  |       |        |           |           |               |                 |
| President, closed  | 28–32 | 50,954 | \$27,500  | \$88,000  | C             | Adj.            |
| President, open  | 28–32 | inc.   | \$129,600 | \$192,500 | B             | Adj.            |
| President Speedway, closed   | 33    | 635    | \$45,000  | \$89,100  | C             | Adj.            |
| President Speedway, open   | 33    | inc.   | \$89,100  | \$126,000 | C             | Adj.            |
| President Speedster  | 55    | 2,215  | \$26,300  | \$39,960  | C             | Adj.            |
| Golden Hawk  | 56    | 4,071  | \$32,700  | \$55,000  | C             | -1%             |
| Flight Hawk  | 56    | 4,949  | \$16,200  | \$24,950  | C             | -19%            |
| Power Hawk   | 56    | 7,095  | \$17,300  | \$28,500  | C             | Adj.            |
| Sky Hawk   | 56    | 3,050  | \$20,000  | \$48,463  | C             | Adj.            |
| Golden Hawk  | 57    | 4,356  | \$52,300  | \$148,500 | C             | Adj.            |
| Golden Hawk  | 58    | 878    | \$44,000  | \$143,000 | C             | Adj.            |
| Gran Turismo Hawk  | 62    | 8,335  | \$21,000  | \$27,500  | C             | Adj.            |
| Avanti R1  | 63    | 3,834  | \$19,800  | \$22,000  | C             | -14%            |
| Avanti R2 Supercharged   | 63    | inc.   | \$32,000  | \$32,450  | C             | 12%             |
| Gran Turismo Hawk  | 63    | 4,634  | \$20,500  | \$37,500  | C             | Adj.            |
| Avanti R1  | 64    | 809    | \$19,800  | \$24,840  | C             | -14%            |
| Avanti R2 Supercharged   | 64    | inc.   | \$32,000  | \$54,000  | C             | 10%             |
| Gran Turismo Hawk 6-cyl  | 64    | 224    | \$25,000  | \$28,600  | C             | -9%             |
| Gran Turismo Hawk V8   | 64    | 1,548  | \$32,000  | \$51,840  | C             | 3%              |
| Avanti II  | 65–83 | 2,241* | \$12,800  | \$19,440  | D             | 14%             |
| <i>(The Avanti II was not built by Studebaker but by former dealer Nathan Altman.)</i> |       |        |           |           |               |                 |

## **Avanti Action** – as per Hemmings Classic Car Magazine ed. August 2016

During September 21-24 2016, the 2016 International Meet of Avanti Owners Association International will take place in Kansas City, Kansas. Full schedule, tour, and registration information is available at [www.heartlandAOAI.org](http://www.heartlandAOAI.org). The meet includes a judged concours, member meetings and activities, and Avanti exhibits and tours that will highlight the Kansas City area.

## **Classifieds**

1964 Avanti R-1 automatic. Unrestored original in excellent condition. Limited paint blemishes, needs AC bearings. Turquoise, 51000 miles. \$18,500 or decent offer. Please contact Verne Brinsmead (705)454-3854. <http://www.thestar.com/autos/2016/03/04/eye-candy-1964-studebaker-avanti.html>

## Miscellaneous Avanti Photos

By Hugh Campbell as sent March 21, 2016



<Always good chatting with Lew Schucart, not his car though.

Roly was looking good and feeling great.>



<Colour was sweet on this hotrod, with flared fenders and wheel spacers.

Larry and I wondering if Mike is going to take a break from repairs.>



<Mike Baker working on a headlight.

2nd 3rd 4th cars r the first 3 AVX's>



# 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 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.

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:larryvandbarb.gibson@sympatico.ca">larryvandbarb.gibson@sympatico.ca</a> |
| Treasurer        | David Moxham   | 705-898-1326 | <a href="mailto:davemoxham@live.com">davemoxham@live.com</a>                             |
| Secretary/Editor | Mike Emmerich  | 519-740-6118 | <a href="mailto:studeemike@yahoo.ca">studeemike@yahoo.ca</a>                             |

### 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<br>Avanti owned | Model<br>(Example: "Avanti II") | Serial Number |
|----------------------|---------------------------------|---------------|
| 1                    |                                 |               |
| 2                    |                                 |               |
| 3                    |                                 |               |