



The Canadian Avanti

Official Newsletter for the Canadian Avanti Owners Association

Jan/Feb 2011

Happy New Year!



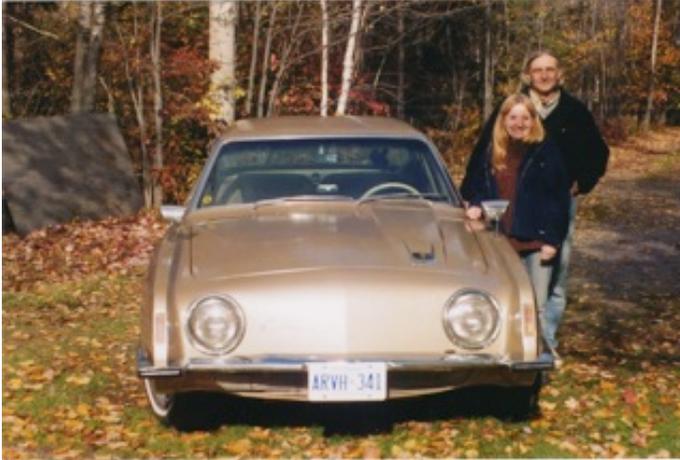
Ashley Dirksen with Ted and Lorrie Dirksen's 1964 Avanti.

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Please direct all comments to Mike Emmerich, Editor, Studeemike@yahoo.ca.

Message from the President...



I guess it's too early to call this our Spring newsletter and in fact this is the first time we have put out more than four per year. Distributing the newsletter on line has brought about some significant changes for our association. (For those without internet or limited access, we still offer a print version). First of all, we can include more of the articles and information many of you send in. We are also able to

list more events both here in Canada and Internationally. Previously, printing and postage were major expenditures in both time and money for the club, and so we can now re direct these resources to supporting events and activities across the country. This is why membership renewal is even more important. We hope all of you will stay aboard, and remember that we are still a relatively 'young' association. There will be numerous events across the country this year and the CAOIA plans to have a presence thanks to our regional vice presidents. Please take note of events listed and by all means, let us know of anything happening your way. It is our goal to engage the membership as often as possible. Now, with the days getting longer, the sun a little brighter, occasionally, we get a glimpse of spring. I actually lifted the cover off 1404 this week to see if it was still there. Being an unheated garage, I don't get out there much during the dark days, but already have begun planning this year's list of things to do. Looking forward to getting on the road again, and hope to get a little farther afield as well this year. So all the best, and remember to get that renewal in and send us photos and info on YOUR activities this season.

The pitch:

Now is the time to renew your Canadian Avanti Owners Association Membership. There are many advantages to belonging, which include your Canadian Avanti Newsletter, now published bi-monthly and your new www.canadianavanti.ca website. You can stay informed and in touch with fellow Avanti enthusiasts like yourself. Not yet a member of the Avanti Owners Association International Inc. yet? Take advantage of their initial Canadian membership of only \$25.95 USD. You will receive a copy of their award winning Avanti magazine, published quarterly. Please complete the forms within and forward to Dave Moxham today!

Wishing you all the best,
Steve Wohleber

Editors message...

Happy New Year everyone! What happened to 2010? It is now just a fond memory, hopefully. Now is the time to make plans for 2011 – what do you have in store? Many of us will be buying or selling homes or cars, having marriages and births, and of course vacations. Just concern yourself with the positive stuff, as we have no control over the negative – call it experience. Our event schedule is starting to get full with almost one event per month. Lots of places to go and see with your Avanti. As many of us also belong to a local SDC Chapter, you can really take advantage of events that are planned. Do not forget to go to non-Studebaker events as well – keep the Avanti a model (and make) to remember.



We had a nice invitation from Peter Yuen to attend their Pacifica Can Am Zone meet – looks like a good event for those out west. Out East we have the Fleetwood Country Cruizein to look forward to – now a three day event.

So now is also a good time to do some maintenance on that Avanti. Marguerite MacLean from White Rock BC e-mailed me Jan 12, 2011 that they had six inches of snow fall last night so Bob is busy shoveling snow for the “old” folks. Their Avanti will have to wait. Our Avanti is running really good, just needs a carburetor overhaul after 28 years. May pull the front rotors off and get them turned as I am tired of hearing the new pads squealing every time I stop. My main focus is getting the convertible body back on the frame and back to the body shop. I need the car running by end of the summer and time is ticking. As for my new sedan, I want to make it an everyday driver so some much needed maintenance needs to be done. I am planning a complete tune-up plus fluid change – some of the issues are discussed (such as gear oil) in this newsletter. What are you planning to do?

Just as I was going to publishing, I found out we lost Millar Young. Please be sure to read Remembering Millar Young and an article reprinted from 2007 by Roland Vardon.

CAOA Items for Sale:

2011 Calendars ONLY A FEW LEFT – Featuring CAOAs members Wayne Hamilton and Sharon Pearce’s 1984 Avanti and Chuck and Karen Douglas’s 1963 R-2. Price is a reasonable \$12 if picked up at a meeting or \$15 mailed. There are previous years available as well; supplies are limited so act fast! Please contact Dave Moxham to order yours today.

CAOA Window Stickers: One is provided with every new membership. What do you do if you have more than one Avanti? Or want to show your allegiance on your Brand X? Contact Bill Harris to order yours today. Price is only \$2.50 plus postage.

CAOA Hat/Jacket Crests: We are currently sourcing a supplier and plan to provide one for each 2011 membership and all new memberships thereafter. If you want more than one, please contact Bill Harris to reserve. Cost is expected to be under \$5 plus postage.

By Mike Emmerich

Meet Your Executive – Ted Dirksen



Meet Ted and Lorrie Dirksen. We currently live in St Albert Alberta. We have a son named Adam and daughter-in-law Ashley along with Daughter Nicole Dirksen.

Ted works for Petro-Canada Lubricants in field sales and Lorrie works for Farlie Travel as a Travel Agent.

Adam is a Real Estate Agent for ReMax. Nicole is a Journeyman Welder.

Our 1964 Studebaker Avanti R2 - R5435 was purchased as a turn key car in Idaho in Oct 2006. It has a black interior and exterior and won 2nd place at Lancaster International SDC meet as well as a 2nd place at the Crossroads Zone meet in St Catharines.

In this turn key car, we rebuilt the engine, transmission, torque converter, cooling system, ignition, fuel system, steering and much more (sound familiar? – Mike E.).

Road trips include Cambridge ON to Lancaster PA, Cambridge to London (Fleetwood Show), and Cambridge to St Catharines. Most importantly, Edmonton to Vernon BC for our sons wedding.



1963 Studebaker GT Hawk. R1 Clone. Purchased in Okotoks Alberta Aug 2002. It also has a black exterior but with red interior. We rebuilt the engine, transmission, torque converter, cooling system, ignition, fuel system, steering and much more. Many great road trips with this car, Edmonton to South Bend, Edmonton to Sandpoint Idaho, Edmonton to Bellingham Wash, Edmonton to Penticton BC. and many more. Most important was our Daughter's graduation.

Mike Emmerich notes that Ted and family spent some time, albeit brief, in Ontario on a temporary transfer. We had the pleasure of spending some time with them, but time slipped away and before we knew it, they were back in Alberta. I welcome the enthusiasm that Ted will bring to the CAO and look forward to hopefully meeting them again in the future.

Remembering Millar Young

On January 31, 2011 we lost two friends; Shelby, our German Shephard of 14 years and now Millar Young. We have only known him and Gini for ~ 4 years and they made quite an impression.

The last two opportunities to meet up with Millar were at the Fleetwood Country Cruizein on June 5th and our summer general meeting held at our home on June 27th. On both instances he was struggling with his cane recuperating from an operation he had months earlier. Even though he was obviously in pain, he was in good sprits and humor.



Millar with his friend Jim Ingersoll checking out the Studebaker display at the Fleetwood Country Cruizein.



Millar and Gini's 1989 Avanti. Even though it is far from being a Studebaker, as an Avanti, it shares the heritage.

Miller and Gini could be counted on coming to all CAO A activities if they were in the country and healthy. They even brought Coco with them when they came to our house, which helped entertain Shelby.



Millar swapping stories with Steve Wohleber as Shelby checks out Coco.



Millar and Gini just before they headed home.

The CAO A and those that knew him were blessed with his wisdom and humor and he will be sadly missed, but never forgotten. Our condolences and best wishes go out to Gini and their family. On behalf of the CAO A membership, we share in your grief.

I have attached an article written by Roland Vardon in 2007. Roland had visited Millar and recorded a "wee bit of history" and I thought it was worth reading again for us old members and a refreshing insight for those new members.

Millar Young,

A Man of Many Seasons.

Metaphorically many of us think of “seasons” symbolizing life. With the privilege of spending some time with Millar, not just recently, but on prior occasions, one clearly understands here is a man who has benefited from applying his energies and talents, enjoying each “season” as it came along.

Millar was born in Scotland about approximately 70 years ago and immigrated to Canada with his parents as a young lad. He has never forgotten his Scottish roots and talks very fondly of Scotland and many of the fine things life has to offer. Millar has spent most of his adult life in and around Toronto where he worked, was educated, married and raised a family. Now he and wife Gini, his bride of almost 50 years live in Alliston, Ontario, not surprisingly, about 1 hour north of Toronto. Their 3 adult children have made successes of their own lives.

Mr. Young, as he was called when he taught his specialty, metal work, at a High School in North York for 10 years is no ordinary person. A typical day for him consisted of being active for 15 hours or more. When he was not teaching his trade, he was coaching football, and if that was not enough, he would attend university in the evenings, all of this while being married and raising a family. Where did all this energy come from you ask?!

As a strapping lad of 18, standing 6’1 and weighing in at 250 lbs Millar was drafted by the Hamilton Tiger Cats, (a professional football team) as a 4th pick. He played a few years as a semi - pro football player, but soon realized it was hard to be married and raise a family on \$2500 per year. Before you think Millar was a ‘grid iron specialist’, imagine some of his other athletic accomplishments:

- 1) A winner of 13 Ontario Championships
- 2) A winner of ½ dozen Eastern Canada Championships
- 3) One Canadian Championship
- 4) Played in 6 different hockey leagues in one year.

Ah yes, hockey. Millar was just one step away of being a pro hockey player, was an Ontario Champion in rowing and swimming and actually spent 7 summers working on the PGA tour.

Millar picked up playing Rugby when he was 28 and played his last competitive game at 63. It is not known how many games of one sport or another were played in pain, but it is an absolute certainty that he never let any competitor know that he was anything less than 100%. With his love for Rugby, he and Gini have traveled all over the world and he has many fond memories from his travels and the connections he has made. All of his athletic accomplishments have not come without a physical cost as he has had 27 knee operations

At one time an opportunity presented itself to help establish a new school in St. Lucia; he packed up the family and moved there for 3 years. When not teaching or doing administration work for the new school he could be found teaching rugby and started a team when there.

Millar Young,

A Man of Many Seasons.

While the vast majority of us would be physically worn out just thinking of the pace Millar kept up, just imagine that he also found time to enjoy what we refer to as the “old car hobby”.



Where he found time to work on his 1929 Plymouth is unknown, but affiliation for the hobby goes back some 50 years. As a symbol of the year he and Gini met, she purchased a 1956 MGA for him as a 25th anniversary gift. Some fond memories were shared about the '49 Champion or the '55 Commander his dad had purchased from Morrison's Studebaker in downtown Toronto. The 1963 Avanti most certainly caught his eye when it first came out in late 1963, however, it would be

many years later and as a result of some personal sadness before a beautiful Avanti would come his way.

JUST WHERE DO YOU PARK--- 8 Avantis.



Millar keeps most of his in boxes along with some of the other 200 model or die cast cars in his collection. In addition to collecting cars, it might come as a bit of a surprise that a Scotsman might collect Single Malt Scotch Whiskey, some of which are 50 years old and valued between \$500 and \$1,000 a bottle.



Millar Young,

A Man of Many Seasons.



Millar was particularly close to one of his cousins that he played with and knew from childhood when they lived in Scotland. This particular cousin thought so highly of Millar that he bequeathed him a beautiful 1989 Avanti that cruises very nicely at 120 MPH and has been known to “hold the road” at 160 MPH. (Roland & Millar with the beautiful '89)

There is much more to share and know about Millar Young and when you next get a chance to chat with him you might ask him about some of his business experiences, the time he “encouraged” a would be mugger to call the police, or when a group of 4 thought it might be a good idea to try and pick his pocket.

One way to enjoy your spare time is wood carving a hobby taken up in recent years.



Yes, Millar is a man of many talents and many interests.

Why I Drive My Studebaker

Some of you have been asking why I drive Studebakers and not a new(er) car. Attached are some pictures of my 1967 Gold Avanti II (RQ-A0206). They show what happens when 6,000 lbs of Chevy Sierra & another ½ ton GMC PU met my **Other American Plastic Dream Machine** on a rainy January afternoon!

On January 31, while waiting at a stop sign two large PU trucks collided in the intersection and slammed into the side of my car (with me in it) pushing it 25' over the curb and up into a diner parking lot. I not only walked away without a scratch but drove the car back to my garage where these pictures were taken. Both 200(?) trucks had to be towed from the accident scene. My car was built long before any government safety standards were mandated!? I have always stated that if anything less than a Mack Truck hits me in my Studebaker I have a good chance of walking away from that accident. On January 31, 2006 I proved that to be true. Feel free to pass this around.



Why I Drive My Studebaker 2

Some of you keen individuals may have noticed a gentleman standing beside a gold Avanti when I was at Corkins during my trip to Reedsville (see Winter 2010 Newsletter). Well, that was Peter. It looks like the car is almost done and he should be driving again in 2011. There was major fiberglass reconstruction plus some hog trough and roll bar repair. All looks good now. Peter told me that this was a late model 1967 which incorporated 1968 side marker lights. This car has seen both ends of the US so I look forward to meeting him again hopefully in South Bend this year.



By Mike Emmerich
Pictures by Peter Crisitello

A Day at the Races

If you believe NASCAR racing is just cars turning left then I guarantee you haven't been to a NASCAR race. There is so much to experience beyond race day. In October 2009 Michael and I drank champagne with Teresa Earnhardt in her Presidential Suite as we celebrated the late Dale Earnhardt's induction into the inaugural class of the NASCAR Hall of Fame. I wondered how we would ever top or even match such a wonderful experience at future races.

Well, I had no idea what would await us as we set off for Charlotte in October 2010. The key is to arrive several days before race day. Charlotte offers the complete racing experience because of being home to many race teams, and of course, the NASCAR Hall of Fame. Many shops host "Fan Fests" and open houses as well which are a "must" to attend. The induction ceremony for the next class into the Hall of Fame occurs during the October race week which fans are welcome to attend.

Prior to leaving for Charlotte we check out the race team's websites for activities and most importantly, contact my buddy Chocolate Myers (gas man for the late Dale Earnhardt, now curator for the Richard Childress Racing (RCR) museum and Sirius radio personality) to make arrangements to get together for either lunch or dinner. Chocolate loves the Canadian fans and as a result we have become great friends. Our trek began Tuesday, October 12 as we set off to visit our favorite race shops and see who we might meet.

Our plans were to visit Stewart-Haas racing first and then head over to RCR. Unfortunately, Stewart-Haas Racing was closed due to a press conference to announce Mobil 1 sponsoring Tony Stewart for 2011. As a result, we arrived earlier than planned at RCR to meet Chocolate for dinner so we decided to check out Childress Vineyards. Who do we find leaving the winery as we walked up? Richard Childress himself, who waited for us to say hello. This is the fifth time we have met him and he remembers us as being those crazy Canucks. He signed a couple of pictures of the two of us from previous meetings and then extended us an invitation that was way beyond our wildest dreams.



He explained that he was hosting a charity event at the winery including a dinner and auction on Wednesday night with all proceeds going to the Congressional Sportsmen's Foundation. This group supports conservation along with hunting and fishing for future generations. He asked if we would like to attend as his guests. Before we could answer, he said, "Hop in and I'll drive you around and show you where it is going to be held". We were stunned to think that he would include us in such a

wonderful event. We were truly honored to accept his invitation. Richard provided us with the contact name to call to reserve our seats. We thanked him once again for his generosity and as we departed I could hardly contain myself. I was so excited! We then headed over to RCR to meet up with our friends at the museum where Chocolate was waiting to take us to dinner.

A Day at the Races

He treated us to the infamous Lexington BBQ. He was anxious for me to experience hush-puppies for the first time and educate me on the different types of 'slaw. He showed us pictures of his father and his race cars in the early days of racing. Chocolate is featured in Greg Biffle's 2011 Pet Calendar so he gave me a copy signed by Greg Biffle, and of course, autographed it for me as well.



The next day (Wednesday) we headed off early to the Hall of Fame. This was our first opportunity to visit the completed Hall of Fame with all of its exhibits. This is a "must see" for any NASCAR fan. Many displays are interactive and cover the complete history of NASCAR which I participated in. At 4:00 p.m. the induction ceremony for the next class of inductees began, which unfortunately we would miss in order to get to the Childress Vineyards for dinner. We were however, able to meet some people we have not met before and say hello to our friend Darryl Waltrip.



HoF will have to change this display for 2011 - Jimmie Johnson now has five in a row!



Glory road circled the auditorium and had race cars spanning 50 years plus.



Dale Earnhardt's fabled #3 Monte Carlo. Seven Championships, always the Intimidator.



Jeff Gordon's Rainbow Warrior Lumina where it all began. Drive for five in 2011?

A Day at the Races



Listening to the commentary on Dale Earnhardt's amazing career.



Checking those spring rates. Just how much pressure is required for these springs?



Notice that I am heading toward the pit road wall - not good.



A real treat to meet Dale Jarrett after meeting his father, Ned Jarrett, last year.

Upon arrival at Childress Vineyards, we were greeted by the entire RCR team cars and trucks displayed out front. What a sight! Our hostess provided us with a glass of wine and we headed off to the activities. We participated in some trap shooting hosted by Remington and a member of their trap shooting team with a new shotgun not yet on the market. I tried fishing with the help of Bass Pro Shop's professional fisher person and caught some Brown's. Tiger World brought some "wild" animals for us to see and touch. Along with an assorted variety of snakes and birds of prey they brought a pair of White Tigers, Leopards and Jaguars – all about 12 weeks old. They were adorable. We met a representative of Holland & Holland (manufacturer of very fine English shotguns starting at \$68K USD), who, when we introduced ourselves said that Richard had already told him all about us! It turned out he was not the only one who knew about us Canadians attending a US Congressional event. Mike Helton remembered us from past encounters (I told him all about meeting Jeff Gordon a few years back) and he was still happy to see us! Richard had paved the way to make us feel right at home.

A Day at the Races



The Team Cars outside of Childress Vineyards.



Beautiful White Tiger – Look at those paws!



Here's looking at you kid – Lil Leopard.



His sister was so soft - hard to believe only 12 weeks old!



Trying out the Remington Versa-Max.



This little fishy has sharp teeth!

A Day at the Races



Meeting Jeff Burton completed my collection of pictures of all RCR drivers.



The consummate gentleman, Richard Childress.

When they announced dinner would be served, we went to our table surrounded by Jeff Burton (NASCAR driver) and his family, along with Mike Helton (President of NASCAR), the Honorable Mitt Romney, Senator Kay Hagan, the president of the NRA and other sponsors whose livelihood depend on conservation along with hunting and fishing. There were the obligatory speeches (if only Canadian politicians were as passionate about the great outdoors) and country western singer Craig Morgan sang a few of his hit songs. The auction of hunting and fishing trips were incredible - locations one could only dream of. Dinner comprised of a five-star meal featuring venison and salmon along with salad and dessert. Of course, with all the Childress wine you could drink, I was in my glory. The relaxed social atmosphere made us feel very much at home and we had many conversations with people from all walks of life. This experience is just one example of how personal this sport and their players are. Richard Childress provided us with an experience of a lifetime and he was under no obligation to do so.

The next day (Thursday) we continued our race shop visits. Between Mooresville, Welcome, and Concord, about 80-90% of the race teams call this area home. We lucked out at Roush-Fenway Racing where I finally met Carl Edwards. Michael met Carl without me at Daytona in 2008 and he has never let me forget



it. I have one up on him though as Carl gave me a big hug moments before this picture. The Sirius Satellite show "Trading Paint" was also being broadcast from Roush-Fenway, hosted by none other than Chocolate Myers. There we took another opportunity to say hello and chat. After Michael collected a suitable number of

A Day at the Races

bio-cards for his collection, we spent the rest of the day at Concord Mills Mall – home of the largest Bass Pro Shop and many other stores unique to this area and not found in Canada. Suitably tired and needing to get geared up for the Nationwide race on Friday, we decided to take dessert home to our hotel and watch qualifying on TV.

We arrived at the track early - 10:00 a.m. for a 7:30 p.m. race. Why that early do you ask? Well, all of the sponsors of the NASCAR series have interactive displays and SWAG - you have to be there early to beat the crowd and see everything. When 100K plus people arrive, it is busy but surprisingly manageable. I played the Goodies Plinko game and excitedly won a t-shirt. Michael was looking forward to seeing the new Dodge Challenger and Ford Mustang for their final showing in 2010.



Carl Edwards' Ford Mustang.



Race winner Brad Keselowski's Dodge Challenger.

Saturday finally arrived for the Sprint Cup race with 160K of our closest friends. We always tell ourselves not to take any SWAG or make any purchases on race day so we don't have a lot to carry around but that never seems to work, especially when you visit the "bargain trailers" and load up on discount goodies. When you arrive @ 9:00 a.m. for an 8:00 p.m. race, you have plenty of time. We were able to meet and get some autographs and pictures from several drivers – Kurt Busch (pictured), Robbie Gordon, Sam Hornish Jr., Brian Vickers, Trevor Bayne, and even Joe Gibbs. You see, I do it the hard way. I get my picture with my driver and then have to meet them again to autograph it. They really like that. I'm sure that's one reason that they remember me for the next time we meet. The first order of business



A Day at the Races

when you get situated in your seat is to get to know who your neighbors are rooting for. NASCAR fans are very passionate about their drivers. We were happy to see Jamie McMurray win another race - we saw him win his first back in October 2002 at Charlotte Motor Speedway when he filled in for Sterling Marlin.

As Michael drove us home on Sunday I reflected on some of our weekly highlights – having dinner with Chocolate Myers, visiting the NASCAR Hall of Fame, being guests of Richard Childress at the Congressional Sportsmen's dinner, finally meeting Carl Edwards, seeing Brad Keselowski win in the new Challenger, and Jamie McMurray win the Sprint Cup race for Bass Pro Shops – would this be the best race week we have had to date? I don't know as some of you may remember I met Jeff Gordon back in 2006 when he signed my 2003 Monte Carlo! We already have our tickets for October 2011 – we will have to wait and see what transpires. Stay tuned...



GL-1 Gear (Mineral) Oil

A topic of interest lately has been the use of 80W 90 Gear oil in manual transmissions. This was covered in the November issue of Turning Wheels. Since I had purchased a 19K original mile 1963 Lark with a three speed manual transmission, I wanted to change the oil in the transmission and rear-end.

A search for GL-1 oil locally came up empty. I also asked around when I was in Reedsville (I was unable to make it to NAPA in the US, which I have been told carry this stuff, NAPA # 65-201). So I asked myself, is this really an issue? So I sent my question to five oil suppliers and here are three of their responses.

My Question was: I have a 1963 Studebaker with a manual transmission. It calls for 80W 90 gear oil, API GL-1. The current offering on the shelf is GL-4 and 5. I have been told by several oil suppliers that this gear oil will wipe out the brass/bronze bushings commonly used in older transmissions. Can you please comment and make a recommendation?

From Shell/Pennzoil:

Your information is correct. A GL-4 or GL-5 designated gear oil contains sulfur based extreme pressure additives which will chemically attack yellow metals. A GL-1 designated gear oil does not contain extreme pressure additives. For your Studebaker transmission I would recommend using Shell Dentax 80W-90 Gear Oil, which is a GL-1 rated gear oil, or Shell Rotella T1 SAE 50 heavy duty diesel engine oil. Either product will work fine.

From Brad-Penn:

You are correct, GL-4/GL-5 gear lubricants should not be used in place of the GL-1 material. GL-4 (half-treat)/GL-5 gear lubes have high concentrations of EP additives which can be detrimental to copper and its alloys (brass, bronze, etc.) that are routinely found in transmissions (bushings, sleeves, bearings, etc.). An API GL-1 lubricant is simply a base oil mixture to the correct viscosity, with the addition of a little anti-foam and pour point depressant. GL-1 oils do not contain extreme pressure additives (EP). Unfortunately, we no longer manufacture a GL-1 gear oil. If you are unable to access an 80W 90 GL-1 gear oil, I might suggest our Brad Penn Premium R&O AW 150 Hydraulic Oil (#7385) if operating in the winter months or our R & O 220 Turbine/Hydraulic Oil (#7368) if only operating during the warmer seasons.

From Petro-Canada:

It's true that the sulphur / phosphorus EP additives in GL-4 / 5 are corrosive to yellow metals especially at higher temperatures (say above 85c). This can really cause problems with syncro ring function in manual trannys. GL-1 is a very basic and obsolete spec, a mineral based oil with very little additive. Basically an R&O fluid (such as our Turboflo) of the right viscosity should fit the bill. For example, if the specification calls for a 80W-90 gear oil, a close match in viscosity would be a ISO VG 100.

Based on their responses and subsequent search for their recommendations, I located Shell Dentax 80W-90 gear oil at Ben Berg Farm and Industrial Equipment Ltd. in Wainfleet ON www.benberg.com (Thanks to Cliff Tattersall). You could source locally at any Farm Implement Dealer as this oil is required for old tractors (like the Ford 8N). If you are in the US, I suggest trying NAPA.

More on Ethanol

On the subject of ethanol, I got an email regarding it and what Eastwood has researched and the products they produce to combat it.

I also found a link to Sta-Bil and their new Marine Additive. I am, in no way promoting Eastwood or Sta-Bil but rather find is collaborating evidence to the problem that some have been experiencing and talking about.

Eastwood:

<http://eastwood.ip07.com/form/eastwood/viewhtml/9z1z0jnracao42gbf19irleb7g936l858hjtpghdf48>



Eastwood's Fuel Guard additive system prevents the harmful effects caused by Ethanol like corrosion, gumming and resin build-up. Use Fuel Guard Protection formula on trimmers, lawn mowers, and ATVs in addition to cars and trucks with every fill-up and Fuel Stabilizer formula for storage up to 12 months.

STA-BIL:

<http://www.goldeagle.com/brands/stabil/default.aspx>

Visit "[The 411 on Ethanol](#)" page for everything you need to know about the Ethanol in your fuel! I have attached an article "The Ethanol Menace" from this site. According to the article, older can be mid 1980's or earlier, which certainly captures all Avantis to the end of the Blake era.



Marine Formula STA-BIL Ethanol Treatment & Performance Improver contains DOUBLE the corrosion preventers and more than FOUR TIMES the fuel system cleaner than in Regular STA-BIL to prevent against corrosion and deposit build up in Marine Engines. Use AT EVERY FILL UP to protect your boat or other marine equipment from the damaging effects of Ethanol in the marine environment.

The "Avanti Magazine" recently featured an article on the effects of ethanol on our older engines.

By Dwayne Jacobson

"The Ethanol Menace"



E-10 gasoline (containing 10% Ethanol) has recently been introduced to several North Eastern regions of the U.S. With that introduction comes a lot of concerns and troubles for anyone owning a gasoline-powered (small) engine such as a snowmobile, outdoor power equipment or Marine engine (boat).

While E-10 gasoline has some benefits, there are also many problems that this new formulation can cause as well. One of the biggest problems with E10 fuel is “phase separation.” That’s what happens when too much water gets absorbed into the fuel. When phase separation occurs in E10, the ethanol is pulled out of the gas and absorbed by the water. This results in two solutions, neither of which is good for the engine or fuel system...not to mention the environment. The only solution for phase-separated fuel is to dispose of the entire fuel load, clean the tank, and start over with a fresh tank of E10.

Be careful on what you hear, as there is no magic ingredient to reverse phase separation after it has already dropped to the bottom. The easiest defense **against** phase separation is to keep the tank almost full-at all times, allowing a little space for the fuel to expand in warmer weather. Moisture comes from the empty space in the tank so reducing the amount of air in your tank will reduce the amount of water that can enter with the air. This is especially important when you are dealing with equipment designed with an “Open” fuel system.

Another problem is the unknown quality of the “new” fuel you pump into your tank. There is a very complete and comprehensive process that fuel retailers need to complete as they change over to this new fuel. If your fuel supplier disregards these specific instructions, the problems they have with their fuel will be transferred to be problems in your tank.

Ethanol is also very corrosive and can corrode the fuel tanks and other fuel system components at a rapid rate. It is very important to pour in a fuel additive that guards against corrosion every time you fill the tank; this is especially true with small engines since many still use aluminum parts which corrode quickly due to the white rust that can develop.

A third problem is that ethanol can loosen debris that normally collects in the corners of the fuel tank and can lead to clogged fuel systems. Again, adding a fuel treatment that contains cleaners will allow for these dirt particles to pass through your system.

The final important fact to remember is that gasoline “oxidizes” when exposed to air. That is, it loses its volatility over time and may turn to varnish. Using a fuel additive that will address all of these issues will help you enjoy your gasoline-powered small engines and/or boat worry-free for years to come. But buyers beware; make sure to use a trusted and established brand when seeking a complete fuel additive like STA-BIL® or Marine Formula STA-BIL®, as both are highly recommended by many Original Equipment Manufacturers in various industries.

The good news is that E-10 has been used in many parts of the country for over 15 years so there are proven ways to protect your engines from the potential hazards we have reviewed.

The following is a short list of things you can do to protect your equipment:

- Run a **non-alcohol** fuel stabilizer like STA-BIL or Marine Formula STA-BIL in your fuel system at all times. Especially, recommended for engines that sit for a lengthy period.
- On your first tank of E10 fuel make sure to use up as much of the fuel as possible as quickly as possible. Then fill up again and add STA-BIL as recommended. Many of the issues people are experiencing are due to the mixing of old and newly formulated gasoline.
- The more the vehicle/equipment is used the less likely it is to have problems.
- If you don’t plan on using it for a while, keep your tank 95% FULL to prevent any condensation but still allow room for expansion. It's important to avoid water intrusion into your fuel system.
- Make sure you know what your fuel retailer is dispensing.
- Rubber fuel lines older than the mid-to-late 1980’s should be inspected and may need to be replaced since they may not be compatible with ethanol fuel.

To review, we strongly recommend adding a product like Marine Formula STA-BIL Ethanol Treatment with every fill up. This will protect your engine from ethanol-induced corrosion as well as help keep the entire fuel system clean to avoid problems in the fuel delivery system.

Lastly, this additive will also help prevent fuel oxidation and varnishing during the periods the vehicle/equipment is not in use; effectively dealing with three of the major issues that ethanol fuels present. It has been used and trusted in the Midwest since E10 fuel was introduced in the early 1990’s, so it has been proven and effective.

As you can see, there are many potential issues with the change from your current fuel to E10 fuel but if you follow the steps above you will enjoy your vehicle/equipment for many more years, just like your friends in the Midwest.

For more information, contact Gold Eagle Co. at 4400 S. Kildare Ave., Chicago, Ill. 60632. 800-367-3245 or visit www.sta-bil.com.

BURNING RUBBER

"Burning Rubber". I like the title. It expresses what this column is all about BUT..... in racing terms burning rubber usually means wheelspin. Wheelspin is the last thing that a dragracer wants!

Let's start at the beginning. You have all seen video footage or attended drag racing events and observed that before every race the participants do "burnouts" before lining up for the starting light. The purpose of this is to ensure that the tires are warm enough to form a good grip at the starting line. Any kind of slippage here translates into wasted power.

There is a time when dedicated drag racers intentionally induce wheelspin. This is done on a paved surface, usually at the track, to determine tire contact pattern. The racer wants to get as much tread width on the road as possible. Tire pressure plays a big part in this. It usually takes a few quick, short, wheelspins with lots of black marks to find the right combination of tire pressure to give the best tread contact pattern. My tires seem best with 32lbs pressure. Of course the front tires are inflated to 40lbs for lower rolling resistance.

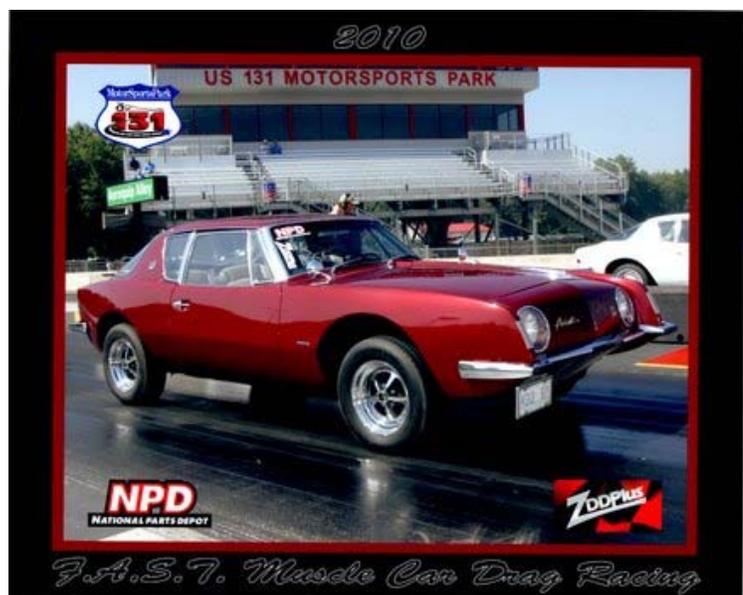
The most important event in any drag race is the first sixty feet. A tenth of a second here turns into a lot of time at the end of the quarter mile. Wheelspin is strictly unwanted here.

Any kind of wheelspin or burning rubber when on the dragstrip is not only a time waste but it is also very dangerous. At any time during the quarter mile run one encounters wheel slippage the vehicle can veer out of control.

Picture yourself on a snow or ice covered road and you accelerate your car. It usually goes sideways. When this happens at 80 or 90 miles per hour the inevitable rollover happens.

This is why it is very important that we have no "burning rubber" while on the track.

If you do plan on attending and maybe participating in drag racing you should be aware that with a street driven car with standard power output usually cannot get out of control on the strip. It's a fun event and you can get a time ticket and not a speeding ticket.





Meeting Minutes for AOAI Conference Call Board Meeting

December 19, 2010

Meeting Called to Order 8:03PM (John Hull)

Officer Roll Call: (Steve James)

John Hull, President	Present
Dale Sexton, VP	Present
Steve James, Secretary	Present
Jason Ford, Treasurer	Present
Max Starkey	Present
Mike Nicolella	Present
Ernest Edwards	
Peter Miller	Present
Dan Skidmore	Present
Mike Baker	Present
Don Hedgepeth	
Lew Schucart, Avanti Editor	Present
Denny Lockmon, AOAI-SDC Liaison	Present
Reading of Minutes	Waived

Officers Reports:**President's Report****John Hull**

John reviewed the schedule he worked up that shows close to 1/3rd of AOAI's membership has taken the five year or lifetime memberships. John discussed breaking out the funds from dues into three separate accounts, a Lifetime Membership account, a Five Year Membership account and an Operating account. John also opened the suggestion that AOAI discontinue Lifetime Memberships. John covered that the balance in AOAI's accounts are skewed because of the commitment of longer term memberships. There was a discussion of eliminating Lifetime Memberships or increasing the price of a Lifetime Membership as well as the other Membership categories to more reflect the cost of operating the association. John covered that we want to work on the best value for the membership that will sustain the operation of the association.

John spoke to Cornerstone Registration and confirmed that AOAI does not have a contract at this time. John noted that Cornerstone has been actively canvassing all AOAI members every year even though 600+ members are prepaid.

John brought forward that he would like to table till January discussion of the 50th Anniversary Poster Commemorative project. Dale covered that the Arizona Chapter is not doing this as an AOAI project and therefore did not feel that there needed to be further discussion.

John also asked to table the Template Newsletter project.

John covered that he felt the way the Tom Kellogg Scholarship project was written that it would constitute a \$50,000 commitment by AOAI if AOAI was to commit to this project. Lew will speak to the Art Center and see if the project can be rewritten and AOAI's concerns. Steve pointed out that the way this is written would need to pass California law as it pertains to AOAI's commitment since this is a California school and is being generated by the school.

Vice President's Report**Dale Sexton**

Dale covered that the folks in Colorado who are putting on the SDC Meet in conjunction with the AOAI Meet in 2013 presented that they would like to have the Avanti Banquet on Tuesday rather than the normal Thursday because it conflicts with the SDC Fun Night. Mike Baker noted that the SDC Banquet had conflicted with the Fun Night over the last several years. Dale noted that the AOAI Board Meeting had been scheduled for Tuesday which is normal. Dale will confer that Tuesday is not AOAI's choice for the AOAI Banquet.

Treasurers Report

Jason Ford

Jason reported that he will send to John the last three months of bank statements.

It was noted that it takes \$45,000 to \$50,000 in membership revenue to produce the Avanti Magazine.

Jason and John requested that all deposits must be noted what they entail specifically in detail.

John stated that he planned to review the budget at least quarterly and possibly monthly.

Jason requested that all deposits have listed, right on the deposit slip, a breakdown of what each part of the deposit is for.

John asked that Mike Baker remain a signature on the checking account for the time being.

Lew covered he had forwarded a software to Jason which broke down website sales and credit card sales etc.

Membership Report

John Hull

John reported the membership on November 30th was 2001, an increase of 10 from the previous month. AOAI had 14 new members join during the month of November.

Editors Report

Lew Schucart

Lew reported that AOAI has sold 211 Calendars. Jason reported that he had received \$675.00 for Calendars in the last week. Lew asked that Jason send him a breakdown on that information so he can update the sales information. Lew reported AOAI had received \$ 3024.00 and we are \$1254.17 from breaking even on the Calendars not including the money Jason has received. Lew noted that AOAI has been profitable on the Calendar project each year in the past. Jason asked if advertising AOAI does in periodicals that includes the calendar is being included in the cost of the calendar. Lew reported that it wasn't at this time but that many of the advertisements were being run and had not been and probably would not be billed. Jason also asked if the credit card charges were being tracked. Lew said that at this time they were not being tracked. John pointed out that these types of charges should be tracked. John discussed that a system needs to be developed to track all of these types of transactions as well as all others in detail.

John questioned the number of copies being run of the Avanti Magazine. Lew reported that he orders 2000 copies at this time, that the printer always over runs and that the number of copies seems to be working out good. Jason noted that the cost per issue had increased over the last year. Lew noted that the periodical postage had increased in June and that another increase in postage was being contemplated by the postal system.

Lew wanted to inform the Board he had sent a link to a website where he had made the Avanti Magazine available as a test so that it could be accessed digitally. This would possibly be an opportunity for the membership to only receive a digital copy of the magazine or to receive it in print and digital or in a print only copy. Lew noted that the cost was very reasonable on this site. Lew noted that AOAI members had contacted him about receiving the magazine on their computer and or smart phone.

Committee Reports:

AOAI-SDC Liaison

Denny Lockmon

Denny reported that Mimi said the SDC Board had approved a Survivor Program that would only apply to the 1963/1964 Studebaker Avanti's and not latter Avanti's. A demonstration program will be held in Springfield on how they will be evaluated and the program will be instituted in South Bend. The automobiles will be registered as display cars, not judged and a decal and certificates will be giving out. Particulars will be in the January Turning Wheels.

Denny noted that he was very involved on the SDC side of the Glendale Meet and he was very up front that he would be promoting the AOAI Banquet and taking people from the Fun Night. He noted that AOAI also had a Founders Forum Presentation that was up against a SDC event.

Chapter Coordinator

John will appoint a Chapter Coordinator by the next meeting. It was noted that Frank Nekvasil had done an outstanding job in this position while on the Board.

Chapter Newsletter Committee

Mike Nicolella-Chairman, Steve James, Lew

Mike has been receiving the Chapter Newsletters and reported there were many very good Newsletters from the Chapters.

Marketing/Promotions Committee

Peter Miller-Chairman, Max Starkey, Paula

Peter presented a possible fundraiser consisting of a drawing for an automobile or another item. John commended the idea and said he would speak with Don Jones but that this type of project would have to be down the road a little bit.

Steve James brought forward that the St Augustine Record Newspaper had a feature article on the Avanti written by Tom Strongman about member Milan Johnson of Overland Park, Kansas and his 1963 Avanti. Steve noted the article took up the top third of the page and had a large color picture of Milan with his Avanti and mentioned the AOAI. Steve noted that several of his neighbors had called and told him of the article. Steve felt that articles like these are very effective in promoting awareness of the Avanti and that Chapters should solicit for opportunities to have articles placed in local newspapers and on the web. John told Peter that he had some connections to get published and he would work with Peter to get his e newsletter in publications.

Peter covered that his Chapter had offered the first fifteen members to pay their \$20 dues a free Avanti 2011 Calendar.

Peter is working on getting additional information in the e newsletter like bios of members.

Recognition Committee

Max Starkey-Chairman

Max sent out to all Chapter Presidents criteria for the Distinguished Member Award and Lifetime Award. Max asked Board Members to remind their Chapters to submit qualified nominees.

Next Conference Call

John set the next conference call for January 23 and reminded Board Members he would like questions submitted in writing previous to the call.

Motion to adjourn was made by Dan Skidmore, second by John.

Meeting adjourned 9:20PM

Respectfully submitted by Steve James, Secretary



Meeting Minutes for AOAI Conference call Board Meeting

January 23, 2011

Meeting called to order at 8:02 PM EST (John Hull)

Officers Roll Call (Steve James)

John Hull, President	Present
Dale Sexton, VP	Present
Steve James, Secretary	Present
Jason Ford, Treasurer	Joined in Session
Max Starkey	Present
Don Hedgepeth	
Mike Nicolella	Present
Ernest Edwards	
Peter Miller	Present
Dan Skidmore	Present
Mike Baker	Present

Advisors & Staff Roll Call (Steve James)

Lew Schucart, Avanti Editor	Present
Denny Lockmon, AOAI-SDC Liaison	

Reading of Minutes	Waived
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Officers Reports

President's Report: (John Hull)

John welcomed everyone to the meeting. It was covered that the application fee for Bonneville is \$ 400 if done by March 1st, \$ 600 if paid by June 1st. There are normally three teams running Avanti's and the average cost per team is \$ 13,000.

John asked that each Officer, Director and Committee Chairman send to him what the job function is for the positions they are holding.

John would like the Board to review the By Laws for AOAI.

Vice President's Report: (Dale Sexton)

Dale covered that future meets will be listed in The Avanti Magazine and updated as information is available.

It was noted that updated information on the 2011 International Meet will be put in the next Avanti Magazine.

Secretary's Report: (Steve James)

Steve asked if there were any additions or corrections to the minutes from the December board meeting.

Treasurer's Report: (Jason Ford)

John has had difficulty getting his signature card set up for the bank accounts and this will be handled to get this function cared for.

It was discussed what procedures and processes such as a check request and a payment schedule might need to be set up to tighten up our controls on accountability functions. These will be brought forward in a future meeting.

Jason informed the Board that the 1099's had been sent out.

Directors Reports:

Membership Director: (Larry Rembold)

Larry covered that we do not always receive a report from Cornerstone at the very first of the month. Larry said the Membership Director, President and Treasurer each receive the report.

John reported that addressing the issue of members of local chapters that were not members of the SDC was being followed discussed. John asked Steve to send to Chapter Presidents a letter to remind them that for insurance purposes all Chapter Members must be a member of AOAI per the By Laws. Steve will send out a gentle reminder. It was also brought forward that it had been asked of a Board Member if a person is a member of SDC does that mean they do not have to be a member of AOAI to be a member of a local AOAI Chapter. It was pointed out that all AOAI Local Chapter Members must be a member of AOAI.

Editor: (Lew Schucart)

Lew said he will be finishing up the Winter/Spring, Issue 153 of the Avanti Magazine this week.

Lew reported that AOAI had approximately 340 Avanti Colanders out of the 1400 originally printed. Lew ordered the Lowey Industrial Design book had been selling well and he was ordering in additional copies. Also, the Looking Back to the Future DVD on Raymond Lowey Designs was selling well.

It was discussed how we decide how many of an item we decide to purchase.

Lew updated the Board on the current status of The Avanti Stellar Scholarships for design students. Lew asked that Mike and Lew put together a written update for the Board Members of what the Stellar Scholarship consist of.

Committee Reports:

Chapter Coordinator: (Ernest Edwards)

Discussion of how well Frank Nekvasil had put a packet together for new and reforming Chapters. Mike Nicoella covered how when he was forming a Chapter it would have been helpful if there had been a generic template for putting together the Chapters By Laws. John said it would be great if we could put this on the website. John said Ernest will get with Frank and then get the packet updated.

Judging Committee: (Greg Prince-Chairman, Dan Skidmore, Peter Miller, Chuck, Jason, Dick Vaux, Dave ridge-Reviewer, Jim Pepper-Reviewer)

Mike Baker reported that Greg Prince was coming along on this project and should have a package for review at the Gettysburg International Meet. John asked Mike to get a copy of the information as it is completed now to each Board Member.

Finance Committee: (Jason Ford)

John pointed out that someone else besides Jason and himself should be involved on the Finance Committee and appointed Mike Baker and asked for another Board member to become a member of the committee.

Marketing Promotions Committee: (Peter Miller-Chairman, Max Starkey, Paula Brown)

Peter updated the Board on the Committee's activities and thanked John for getting his Bio sent in.

Recognition Committee: (Max Starkey-Chairman)

Max read into the minutes a card he received from Paula Friedmein saying thank you for the Service Award Plaque to her father Lionel Stone. He is doing great and appreciates the recognition.

John complemented Max and all the prior Board Members for the appreciation and recognition of people who have kept the Avanti and the AOAI active and stable.

International Meet Committee: (Dale Sexton-Chairman, Gary Coletto, Max Starkey, Jeff Grohs)

John brought forward that he has some old interviews which he would be happy to make available for the 2012 South Bend International Meet.

Dale reported that Don Jones has the 2011 Gettysburg International Meet well in hand.

Lew brought forward that there was tape of interviews of Tom Kellogg and others that may be able to be coordinated for the 50th Anniversary. John will work with Lew on this project. It was also brought forward again to have a forum of former Studebaker employees who were involved with the Avanti at the 2012 South Bend International Meet. Max asked if the Studebaker Museum was planning to honor the Avanti either in 2012 or 2013 for the 50th anniversary.

Motion to adjourn by John Hull, seconded by Jason Ford, carried.

Meeting adjourned 9:31 PM EST

December 16, 2010

Dear Canadian Avanti Owners Association Members,

With a great deal of enthusiasm, we are pleased to announce that the B.C. Coastal Chapter Members, SDC are hosting the Pacific Can-Am Zone Meet next year, August 26-27, 2011.

We viewed many hotels for a desirable venue to host our event. After much and careful consideration, we decided on The Inn At The Quay in New Westminster, B.C., a Luxe hotel on the banks of the Fraser River. Check it out on the internet: <http://www.innatwestminsterquay.com> You might even want to come earlier and stay after the meet at this intimate hotel.

New Westminster is a historic city that is only about 10 or so miles East of Vancouver. It is the oldest city in western Canada, with a long and rich history. In 1859, the Royal Engineers arrived from England to establish the first capital of the new colony of British Columbia. The chosen site was selected both for its beauty and strategic location on the Fraser River. On July 20, 1859, Governor James Douglas proclaimed that the new city would be officially named "New Westminster" – a name chosen by Queen Victoria herself. This naming by Her Royal Highness, gave residents, both then and now, the honour of referring to their home as the "Royal City".

The Avanti Owners Association and the Antique Studebaker Club Members are invited to participate at the meet. There will be an excellent showing of cars and many new friends for you to meet. It is going to be a fun event, one that we hope you will plan to attend. Mark your calendar. We are looking forward to seeing you.

For more information, please contact Mark Carson markcarson007@hotmail.com Phone 604-939-0556 or Pete Yuen at tuumest@shaw.ca Phone 604-327-3143



2011 Pacific Can Am Zone Meet August 26-27, 2011



Studebaker Drivers Club, B.C. Coastal Chapter, Host Chapter

Meet Headquarters:

Inn at the Quay

900 Quayside Drive, New Westminster, B.C. Canada V3M 6G1

604-520-1776 or 800-663-2001

info@innatthequay.com www.innatwestminsterquay.com

Please ask for the 'special \$99 SDC Rate' when registering

Valid until August 6, 2011

Meet info:

Mark Carson, Chairman

604-939-0556

markcarson007@hotmail.com

www.studebaker.ca

Registration

Name _____ Spouse/Guest _____

Address _____ City _____

Province/State _____ Postal/Zip _____ Phone _____

Email _____

Miles driven to this meet in a Studebaker _____ Are you staying at the host hotel? yes no

General Registration Family (before July 15, 2011)\$35

General Registration Family (after July 15, 2011) Add \$15 _____

Car #1 judged, display only, stock, modified..... Free
(year/model) _____

Car #2 judged, display only, stock, modified\$5 _____
(year/model) _____

Registration includes first car for display or judging or your first item entered such as a watch, toy, model, or other Studebaker related item. Please list additional entries on back of form. \$5 each entry.

Swap Meet space each 10'x10' area x \$10= _____

Ladies Lunch & Spa, Saturday, noon to 3pm: limited to 40 ladies x \$62= _____

Each pampered guest may choose from 2 mini spa services, such as seated chair massage, hand/arm or foot/leg massage, polish application with nail art, citrus hand or foot facial and paraffin hand or foot treatments.

Wine Tasting in Hospitality Room, Friday, 6pm: x \$5= _____

Strawberry & Champagne Reception in Lobby, Saturday, 3pm to 5pm: x Free

Banquet at Orlando's Catering next to the Host Hotel (dress semi-formal) .. x \$40= _____

Saturday, Cocktails: 5:30pm, Dinner: 6pm

Banquet: children 10yrs and under x Free

T-shirts And Hats

2011 Can Am Zone Meet T-shirts ___S,___M,___L,___XL,___2XL x \$16.00= _____

2011 Can Am Zone Meet Baseball Hats x \$16.00= _____

2011 Can Am Zone Meet Bucket Hats x \$20.00= _____

Trophy Sponsor (class you wish to sponsor _____) x \$25.00= _____

Name as you would like to appear on the sponsor list _____

Make cheques payable to: **SDC, B.C. Coastal Chapter** (CAN\$=US\$) Total \$ _____

Mail to: **2011 Pacific Can Am Zone Meet**

478 Mundy Street, Coquitlam, B.C. Canada V3K 5N1

Upcoming Events...

Chapter Events

- April 2011: Powerama at Edmonton Expo Centre. – Cancelled –
- April 22-23, 2011: Draggins Rod & Custom Car Club 51st Annual Car Show. See <http://www.draggins.com/index.php?page=2011-car-show> for more information. Contact is Ted Dirksen, tdirksen@suncor.com, 780-458-6134.
- June 3-5, 2011: Fleetwood Country Cruizein: Studebaker and Avanti display, promises to be huge this year. See <http://www.fleetwoodcountrycruizein.com/> for more information.
- July 22-24, 2011: Summerfest Weekend, hosted by Ontario Chapter. It will be a Niagara weekend with cruise, tours and dinner cruise planned. CAO A is cordially invited to attend. If enough people attend, dinner cruise will be exclusively “Studebaker”. More details will be available as they come out, contact Bob Easton (jemmz@sympatico.ca) for more information.
- September 10, 2011: International “Drive Your Studebaker Day”. We really need Avanti owners to embrace this and get their Avanti’s out there – even if for a simple solo trip. Pictures and stories needed! Stay tuned for more information.
- Meetings for 2011:
- | | |
|---------------------|---|
| April 10, 2011: | Roy and Sophia Ionson, Flesherton, ON. |
| June 5, 2011: | Mike and Judith Emmerich, Cambridge, ON. |
| September 11, 2010: | Ralph and Marguerite Hart, Cambridge, ON. |
| November 27, 2011: | Bill Harris, Dundas ON. |

Please contact Mike Emmerich to add your local event to this schedule.

AOAI Events

- July 13-17, 2011: AOAI National Meet, Gettysburg, Pennsylvania. See www.aoai.org for additional information as it becomes available.

SDC Events

- March 3-5 2011: York Pennsylvania Keystone Region Chapter annual Swap Meet.
- May 6-7 2011: South Bend Indiana CROSSROADS ZONE MEET hosted by the Michiana Chapter. See <http://www.michiana-chapter-sdc.net/>.
- June 19-25, 2011: 47th INTERNATIONAL SDC MEET in Springfield, Missouri. Hosted by Ozark Trails Chapter. See <http://www.sdcmeet.com/>.
- August 26-27, 2011: Pacific CAN Am Zone Meet. Hosted by the B.C. Coastal Chapter, SDC. For registration refer to Jan/Feb Newsletter.

The Canadian Avanti

The Canadian Avanti is published bi-monthly by the Canadian Avanti Owners Association (CAOA), a chapter of the Avanti Owners Association International (AOAI).

The Canadian Avanti Owners Association is a non-profit organization committed to preserving the history of the Avanti automobile. We currently have +60 members located in all provinces across Canada. We are a Chapter of the Avanti Owners Association International Inc. Our group strives to promote the research and study of the Avanti and the companies that have produced it over the years. We wish to share our knowledge with others and encourage the acquisition, preservation, restoration, and maintenance of all Avantis produced by Studebaker and successor companies. Our Canadian Chapter also promotes fellowship and camaraderie by publishing a newsletter quarterly, participating in local CAOAI or Studebaker Drivers Club events and our general meetings held quarterly at various members' homes. Ownership of an Avanti (Studebaker or successor) is not required.

CAOA Chapter Officers

President:	Steve Wohleber	wohleber@zeuter.com 705-383-2432
Vice Presidents:		
Prairies: <i>(Alberta, Saskatchewan, Manitoba)</i>	Ted Dirksen	tdirksen@suncor.com 780-458-6134
British Columbia	Dwayne Jacobson	dwayne@havenproperties.ca 604-531-2341
Ontario:	Hugh Campbell	avanti@cogeco.ca 519-978-0600
East: <i>(Quebec, Nova Scotia, New Brunswick, PEI, NFLD)</i>	Graham Gagne	kg.works@ns.sympatico.ca 902-758-1210
Treasurer:	Dave Moxham	davemoxham@live.com 705-898-1326
Secretary:	Mike Emmerich	Studeemike@yahoo.ca 519-740-6118
Membership:	Bill Harris	billharris@rogers.com 905-628-6370
Newsletter:	Mike Emmerich	Studeemike@yahoo.ca 519-740-6118
Webmaster:	Sue Lusted	lln93@sympatico.ca 905-945-0027
Technical Advisor	Peter Sant	psant@cogeco.ca 613-966-5160

Websites:

CAOA:	http://www.canadianavanti.ca
AOAI:	http://www.aoai.org/
SDC:	http://www.studebakerdriversclub.com/

CANADIAN AVANTI OWNERS ASSOCIATION

MEMBERSHIP RENEWAL FOR 2011



The Canadian Avanti Owners Association (CAOA) is a non-profit organization committed to preserving the history of the Avanti automobile. We currently have +60 members located in all provinces across Canada. We are a Chapter of the Avanti Owners Association International Inc (<http://www.aoai.org/>). Our group strives to promote the research and study of the Avanti and the companies that have produced it over the years. We wish to share our knowledge with others and encourage the acquisition, preservation, restoration, and maintenance of all Avantis produced by Studebaker and successor companies. Our Canadian Chapter also promotes fellowship and

camaraderie by publishing a newsletter quarterly, participating in local CAO or Studebaker Drivers Club events and our general meetings held quarterly at various members' homes. Ownership of an Avanti (Studebaker or successor) is not required.

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

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

Any questions? Please Contact:

President	Steve Wohleber	705-383-2432	sbwohleber@gmail.com
Membership	Bill Harris	905-628-6370	billharris@rogers.com
Treasurer	David Moxham	705-898-1326	davemoxham@live.com
Secretary/Editor	Mike Emmerich	519-740-6118	studeemike@yahoo.ca

CHAPTER MEMBERSHIP APPLICATION & ANNUAL RENEWAL FORM for 2011

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

