

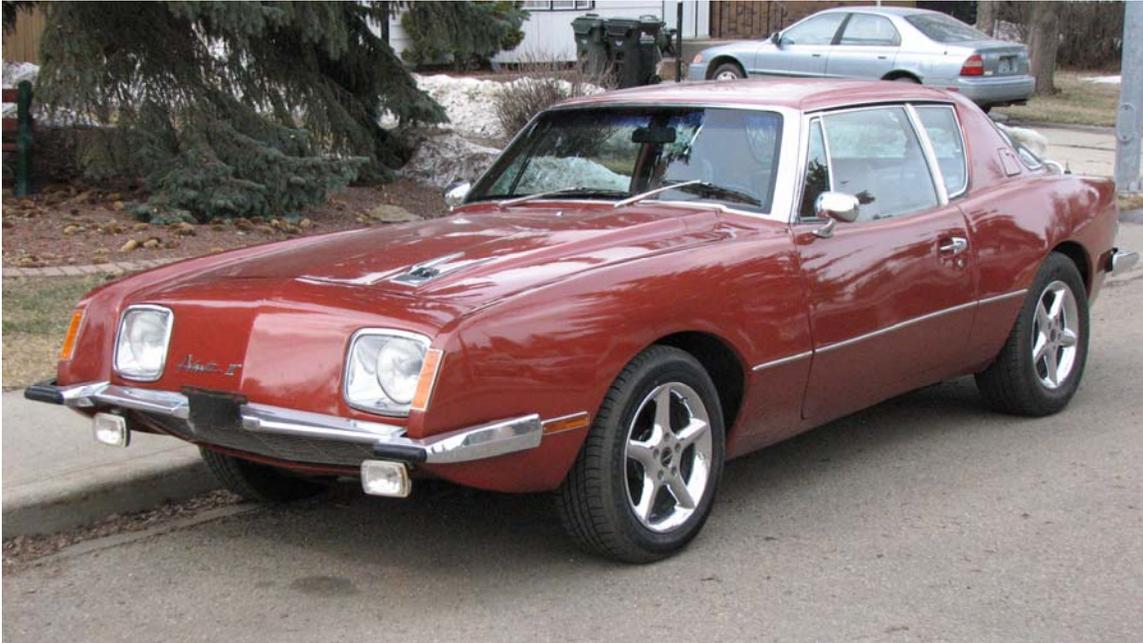


# *The Canadian Avanti*

Official Newsletter for the Canadian Avanti Owners Association

January/February 2012

## **Happy New Year!**



Bob and Patty Peel's 1980 Avanti II

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# 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 bi-monthly, 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.

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## President's Message...



Hello all and welcome to 2012, the 50<sup>th</sup> anniversary of the Studebaker Avanti. We would also foremost like to welcome quite a few new members to CAO. We are very pleased to have a strong presence in the West from new members Bob and Patty Peel of Sherwood Park, Lyle and Rose Nelson and Monte Graham from Calgary, all from Alberta. Also Don Fox from Moose Jaw Saskatchewan. Moving east, we welcome Glenn Stevens from Sydney Nova Scotia and Ward and Tracey Hoffman, Whitby, Dave and Susan Simonson, Burlington and Alan and Arlene Fishman, Aurora from Ontario. While on the topic of membership, just a reminder for all of our members who have not yet renewed, to contact Bill Harris or Dave Moxham to bring our roster up to date. We really look forward to stories and photos from our new members on their Avanti or their search. I would also mention for all, a web site I stumbled on lately that gives a very good, concise history and overview of the Avanti from day one right up to the present. There are lots of similar pages out there and all have different focus, it's just that this one gives you the works in one continuing story. So if interested, log onto [www.ateupwithmotor.com](http://www.ateupwithmotor.com); on their home page click on 'Model Histories' then scroll down to Sports cars and Steve Wohleber

Muscle cars and finally, Avanti/Avanti II. At the end is a thorough bibliography listing many related sources etc. Very comprehensive. Also a thorough history of the Loewy Coupes/Hawk as well as just about any other car you can think of. Great site. Reading the history of the 53 "Loewy Coupe", mostly designed by Bob Bourke; though it has to be acknowledged, with Loewy's approval and final say; one wonders why Sherwood Egbert, perhaps realizing that the 53 design with its subsequent iterations, had had its run, didn't just ask Loewy to design a new body for the Hawk. After all, Studebaker was bleeding as it was and now introducing a completely new model which however you look at it was to be in direct competition with the Hawk. A small independent manufacturer offering **two** high performance sports GTs. Makes one wonder... Of course, re bodied Hawk or all new Avanti, I'm sure we are all happy that things turned out as they did. In closing, we hope to see as many of you as possible at various events this coming season, Brockville, Plunkett, South Bend, points West and East. All the best, and get those cars on the road!

### Christmas 2011 Train Display



## Editor's Message...



I do not know about you, but this has a relatively easy winter. More rain than snow, more plus temperatures than minus. It seems we are all waiting for the shoe to drop, but it never does. I like snow – I wish it would either snow or be dry, not this messy stuff. More than once I have been tempted to take the Avanti out for a spin.

2012 is starting to come together. We have a good weekend planned for our first General Meeting. Events are starting to populate the calendar, most notably Fleetwood Country Cruizein in London ON and the International Zone Meet in South Bend IN. I hope that you have your rooms booked as I suspect that they are no longer available at the choice locations.

I hope to hear soon from our Regional VPs with events happening in other places in Canada.

Thanks for all the e-mails and pictures. They are great to receive and a pleasure to publish. Send me a note and some pictures and I will do the best I can to include.

Nothing much happening to the Avanti; I did enough last year. I am looking forward to installing a rack, paint job and repair the interior. Right now it all works and I am just enjoying it. I do hope to get my 1963 Lark four door on the road this summer as my summer beater. I am hoping that its six is easier on gas than my V8 truck, especially when gasoline hits the projected \$1.50 a litre!

Make sure you send me what you are doing to your Avanti. Others may have done the same or are contemplating it, and your stories (and pictures) are appreciated.

Finally, what happens to us old Avanti owners when we cannot work on our cars? We drive the nursing home or hospital nurses crazy!



From Peter Yuen

# Letters to the Editor

**Dec 22:** Mike, Sorry, we were in Sudbury all day, (agggghh, at least it wasn't a weekend) if it helps here is last years' pic. This year is larger as we were able to sell our piano which was on the front porch and has freed up space for a 10 x 8 as opposed to an 8 x 8. Will forward this year's pics when all is up and running...any day now. All the best to Judith and yourself and wish you the best for 2012. Steve Wohleber



**Dec 23:** Mike, Sharon and I want to wish you a very Merry Christmas. We are seen here riding in our 1882 vintage Avanti! Wayne Hamilton



**Dec 27:** Hello Mike, I have now put 91 km on the new GM Performance 350 / 290 HP crate motor on days when the roads are dry. Hope to have the motor "broken in" by spring with issues resolved. Issues, there were / are a few.

From JEGS I bought exhaust hugger headers which were hitting the steering shaft and the back pipe had to be modified to clear, a 2000 - 2300 stall torque converter and I bought an Eldebrock 2101 intake. From GM bought melonized distributor gear (per GM instructions) and a new water pump.



Before



And after...

Otherwise, all other original parts went back on motor as most were less than 1 year old (alternator, carb, AC compressor, balancer, trans flex plate starter ring, starter, distributor). Issues on install were the headers, AC bracket modification, sticking distributor advance and a vacuum leak. Issue remaining is that I have a vibration. Cause is either the harmonic balancer or the torque converter. Either way it has to be fixed.

# Letters to the Editor

GM instructions lists the balancer to use, will try that first. In my test run, I tried a full throttle start. I got lots of wheel spin followed by an immediate upshift (while the tires were spinning). The transmission is upshifting at 3,500 RPM and I would like it to be about 4,400 so I need a TH400 shift kit. The exhaust was not changed but it now sounds like a beast. The extra 100 HP is noticeable at a stop or on the road. :o)

Yours truly, Harry Clark

**Editor:** Looks like you had a successful install!

**Dec 27:** Spotted at Limeridge Mall Tuesday evening. Any ideas who owns it? Kevin Mullett (Hamilton SDC)

**Editor:** Maybe new member Dave Simonson?

**Jan 3:** Hi Mike, Are you kidding? My Avanti wouldn't talk to me for a year or more if it was driven in the snow. Happy New Year David Simonson



**Jan 3:** Happy New Year Mike! I found my roster and have been in contact with Harry. Thanks, Glenn. P.S.-AOAI, is this a separate membership? I guess I must have to register with them. I would like to receive their Magazine.

**Editor:** Everyone should bookmark the link they received to the roster – it is constantly being updated with new members and changed e-mails or phone numbers. Yes, AOAI membership is a requirement but it some of the best money you can spend!

**Jan 5:** I wonder if this could happen with propane. Acetylene bottle in the back of a Toyota FJ.

You can make the rules but you can't make people follow them. This happened in Regina Saskatchewan Tuesday (November 29, 2011). Here is what the owner said: So my time almost came to an end this morning... I'm very lucky to be alive. I had an acetylene bottle in my truck, the valve was bumped so slightly and overnight the truck filled with the gas. I noticed the smell, and opened the doors to air out the truck. I drove the truck out of the garage to get some more air movement. I went to roll the pass side window down and as soon as I touched the power windows. BAM - with me in the truck. I lost all hearing out of my right ear and got a scratch on the back of my head. All things considering, I'm alive. Pictures tell 1000 words. Don't take any minutes or seconds you have for granted... it may be your last... Dwayne Jacobson



By Mike Emmerich

# Letters to the Editor

**Jan 18:** I have attached a picture that shows our coach in the driveway - (sloped driveway) and in front the Ramp I am building. Each track is 2 ft wide with 4 ft between. The track provides enough width to get my coach on it as well as the Avanti. That will enable me to get under with ease with a good 3 ft clearance to the bottom of the tires.



All that's left to complete is the extension, side rails, elevated walk on the side and front, and mirrors up front to aid in getting either one on safe and sound. The weather is hampering my progress. When finished will part the Avanti on and take pics. Best regards, Dwayne Jacobson

**Editor:** Can't wait to see pictures with the Avanti on it! Must be pretty solid with that motor home on it!

**Jan 22:** Although this is not "officially" a letter to the editor, it answered the question from Kevin Mullett on December 27. I attended the Hamilton Chapter meeting/card party on January 22. In the parking lot was parked this Avanti. In the snow. I found out that it belonged to Ray Wise. Ray Wise bought his 1963 R2 (originally from Arkansas) from E-Bay 3.5 years ago. It sold as an R1, but is actually an R2 by the build sheet. Ray is in process of gathering parts to convert back. He currently resides in Cheshire England and is in process of moving back to Canada. The Avanti has been stored in Selkirk and Ray uses it when back in the colonies. He will be moving back to Canada soon and looks forward to participating in Hamilton Chapter events. Instead of renting a car while back this time, he decided to make use of it as water will remove that white stuff. Needless to say, I extended him an invitation to join the CAO A once he is back home...



**Feb 5:** Got the basic ramps done and the coach on them. Still have to build the elevated walk on the passenger side. Bought a rear view camera and will buy another, mount one on the back of the coach and one on the side to help guide me on and off.



Next week I have a GMC Rally then will finish the ramp the week following then drive the Avanti on.

Regards Dwayne Jacobson.

By Mike Emmerich

# Letters to the Editor

**Feb 21:** Sue Lusted sent this to me while getting her tan in Florida. And to think, Peter Sant has eclipsed this in his R2 with air-conditioning!

***New Record!***

On Sunday, October 7, 1962, Vincent Granatelli, driving a stock Studebaker Avanti with automatic transmission and the optional R3 engine, streaked to a new track record at the San Fernando, California Drag Strip.

From a standing start to the end of the ¼ mile (1320 feet), the Avanti reached a speed of **106.13 M.P.H.**, and elapsed time of **13.95 seconds**, bettering the old record by more than **8 M.P.H.!**

*R. Quinn collection*

**Feb 22:** Nice pedal car. Jim Anderson.

[1927 Auburn Boattail Speedster Pedal Car](#)

**Editor:** That is putting it lightly...

**Feb 24:** Hi Mike, This is all that I sent on to Ted. Hope this will flesh your article out. If not, just ask and I'll see what I can do for you.

The indiscretion was indeed the purchase of the Avanti. My spouse was very much against its purchase. A hobby only for the rich was her mind set. She also thought that I was going to be bringing home a wreck that would be parked out on the street. My son and I had a Volkswagen van that we were going to restore and it did indeed hold that memory for her. Cheers, Bob Peel.

**Feb 28:** Have u seen this one???

I want one. Maybe an Avanti one. LOL!!!

Gini Young.

<http://www.youtube.com/v/Qrpg5A-KAoA>

**Mar 5:** Steve Wohleber sent me some pictures of their Christmas 2011 train layout. Looks like a lot work – well done Steve. Look at the President's message for an overall shot plus a link below to a YouTube video of it in action!

[http://www.youtube.com/watch?v=a\\_19k\\_Jr-dQ8&feature=youtu\\_gdata\\_player](http://www.youtube.com/watch?v=a_19k_Jr-dQ8&feature=youtu_gdata_player)



# Meet Lyle and Rose Nelson

## Forward by Ted Dirksen

Lyle and Rose Nelson, have been good friends and faithful Edmonton Studebaker Drivers Club members for more years than I know, even when they did not own a Studebaker, which is the start of this Avanti story.

A bit of history, Lyle is a mechanic and body man, a very good one. At one time in his early career he worked for the Camrose Alberta Studebaker Dealership. Up until about 2 years ago they owned a very nice 62 GT Hawk, which they sold to a local collector. (An insane - brief moment of mis-judgement) (My opinion not theirs)

Being the quintessential car people and a leaning for Fords, Lyle and Rose attended car shows in their 69 Cougar, also a very nice car. True to Lyle's character he inwardly longed for an Avanti.

The small city of Camrose holds a Main Street type S&S early in the Alberta Car season; this is where I first heard Lyles longing to own an Avanti. See I was there with my 64 R2, Mike P with his 63 Lark a buddy of mine with a JAG convertible and Lyle with his Cougar.

It seems the car that was ignored by the public was the Cougar and Lyle lamented at the lack of attention it received. He commented that his GT was much more popular in the past. Unknown to me he was setting me up and had already started the purchase of his Avanti.

Lyle writes about the road to Avanti pride of ownership here. To say there was much excitement when they showed up in Tofield as a surprise to the club is an understatement. The car was the belle of the show.

## Lyle and Rose Nelson – 1988 Avanti Convertible

As members of the Edmonton club for many years, we needed something new. Lyle had sold his 62 GT Hawk. Searching on E-Bay, we found this car in Lady Lake, Florida and after many phone calls the deal was made. The owner Dianne Kupchak would only sell to someone who would keep and look after the car; being a 'Studebaker man' really helped as Dianne and her late husband were the second owners. They affectionately named the car Ruby. They had taken the car to many International meets and the trophies for many Firsts were in the car.

Payment was to be through Pay Pal but the charge from Canada would be over 1000.dollars. After several phone calls we agreed half cash transferred to her bank then she would send the title and a paid receipt so we could begin with border clearance. We then transferred the remainder of the money. Finding a trucker with a load coming to Montana took almost three months. Finally on July first we drove to Sweet Grass to pick up Ruby.

We were thrilled. Dianne's description of the car was perfect. At every stop on the trip home folks gathered, most saying they had never seen an Avanti and certainly not a convertible. It

## Meet Lyle and Rose Nelson

took a few more weeks redoing improperly filled papers, inspections and appraisals. We took her to the show in Tofield and received a first place and lots of admirers. It drives like a dream, with lots of power and handles perfectly. We are most grateful to Dianne for this wonderful little car.

The Avanti is a 1988 convertible with a Chevy motor. Thanks to Rose, I just found some facts. The original bill of sale is from The New Avanti Motor Corp, 726 Wick Ave, Youngstown, OH. The total upon delivery with freight: \$53,450. It has a 305 cu in high output v8 with computer command control 180 HP, wire wheels, leather interior, wood steering wheel and a lining in the convertible top for a quiet ride. The hand crafted Avanti required 1000 man hours to make.



# Bob's Indiscretion - Avanti

## Forward by Ted Dirksen

An odd title for an automobile newsletter article; this will become clear as you read on. Those who know me know I am an avid S&S (show & shine) participant. I go as much as possible locally and to the odd destination show. Alberta has a relatively short car season so every weekend and almost every weekday night there are possible shows to attend. Sherwood Park, a bedroom community east of Edmonton, has a well-planned and strongly attended annual show in the Save-On grocery store parking lot. There are a wide variety of cars and great music, food and prizes. Generally I am the only Avanti that attends, with some of my Edmonton SDC members in their great cars. I was talking to a young gent about my Black Beauty when he said "I have never seen two Avanti at one show before". I was a bit confused since I had been at the show for several hours and thought I knew all the cars there. My first thought was 'this guy is mistaken, mine was alone in the Avanti class' and I challenged his statement. He pointed to the far end of the parking lot and said "there is an orange one over there" and he was right. I quickly thanked him for his interest and left him standing there. I could not believe what I was seeing - a NEW Avanti in Edmonton, one I had not viewed before. Who owned it? Where was it from? Was he a visitor? The car was there but no owner. Why was it so late? The car was a 1981 Avanti II with ORANGE SHAG carpets. How cool! The owner showed up wondering who was drooling all over his car. Bob Peel introduced himself as the owner and we started to get acquainted. It turns out the reason Bob was late for the show is that he had to work Sundays - it seems he is a Priest. The Reverend Bob Peel, Priest, Rector of St. Augustine of Canterbury in Edmonton. You know I am going to say it - A Holy Roller.

More about the car, it is a South Bend built car; built in 1980, sold in 1981. The colour of the interior is Gladstone Butternut and the exterior is Saturn bronze (Orange). RBQ 3050 has a 350 V8 with a 350 Turbo automatic. The car has 64,000 miles on it and Bob is the 5th owner. It was an on-line auction purchase from Creston, BC, October 2010.

Bob's story is like many of us, love at first sight. Bob's started at the age of 15, when he went with his dad to Mills Motors (Edmonton Studebaker Dealership) to have their family Studebaker serviced. It seems Bob's dad was a lifelong Studebaker owner. As dad was discussing the repair to his car, Bob found a 1963 gold with white interior Avanti in the showroom – again love at first sight. Right then Bob made a promise to own an Avanti - 48 years later a lifelong promise fulfilled. Now Bob's real love at first sight and partner is his wife Patty, I think the indiscretion has to do with the purchase of his first car love. That is for Bob to disclose, please read Bob's account of his car.

I have had the pleasure of spending a little more time with Bob since the S&S, and am looking forward to parking side by side at S&S the summer of 2012.

## Bob Peel – 1980 Avanti II

The first chore after I brought the car home and got all the required approvals (including Patty's) and insurance was to change the rims and the tires. The rims are 16 x 7.5 inch Borbet 5 spoke Chrome alloys. 205x60 on the front and 235x60's for the rear which makes the speedo read dead on accurate. I used aluminum spacers' front and rear to give me the required offset

## Bob's Indiscretion - Avanti

and clearance. I replaced the seals in the power steering ram and then added a Turner Brake kit. I also added a space saver spare tire so I can carry some emergency road gear in the wheel well.

The car was an eBay purchase from Terry Kereluk who lives near Creston BC. Terry's work on the Avanti was to really clean it up and get it repainted. Along her journey she's lost the added crash protection bumpers and her Magnum 500 rims.

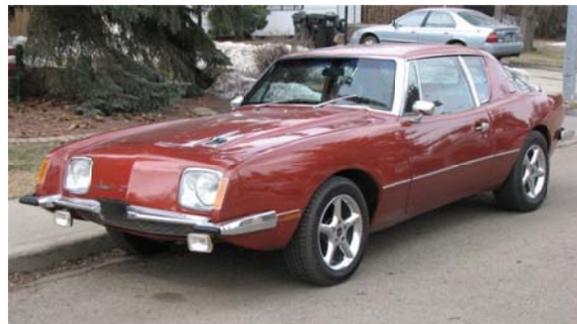
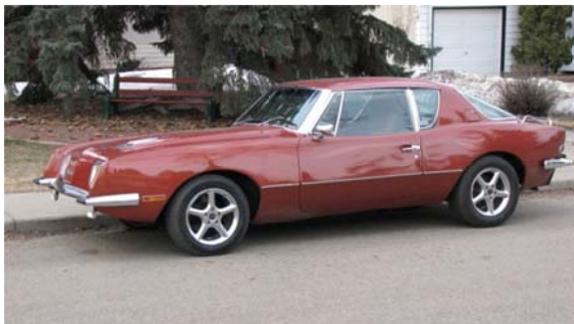
The other work I've done was to address the terrible wind noise and water leakage from the door and window seals. As we discussed this will be, as it is for all Avanti owners, a work in progress. I've learned a lot about the interior working of one door and still have not got things right.

The car color as described by the build sheet "Saturn Bronze". The interior is Gladstone Bittersweet throughout and orange shag carpet.

The Appraisal was done by Matthew Gergely "Wheels Classic Auto Appraisal". She's a 2C. This winter I'm replacing the rear leaf springs as the driver's side has failed. I have a new carpet kit to install and I'm going to be adding some armor flex insulation as well to improve the sound deadening.

Hope this fills in the details you require.

Cheers, Bob



# Tech Session

The last weekend in April will be a big weekend for the Ontario members of the CAO. We were fortunate to be invited to "Racing at Flamboro Downs" for a little food, horse racing and slots on Friday April 27, 2012. This annual Hamilton Chapter event is well attended and proves to be great fun – even if you do not gamble. On Sunday April 29, 2012, Roly and Sue Lusted have graciously opened their home to our first general meeting of 2012. Big on the agenda will be our schedule of events for the summer – who is going to what and where. What about Saturday? Well, Bill Harris is going to take advantage of some folks (is it really, when you are working on an Avanti?) and install his flanged axles that he purchased back in Lancaster PA at the 2010 Zone Meet. Roly Lusted has installed a few of these and is familiar with what needs to be done in an efficient manner. We thought it would be an excellent time to take some pictures and describe the process for those contemplating the same upgrade. Hopefully you can make it a CAO weekend and attend all three events.



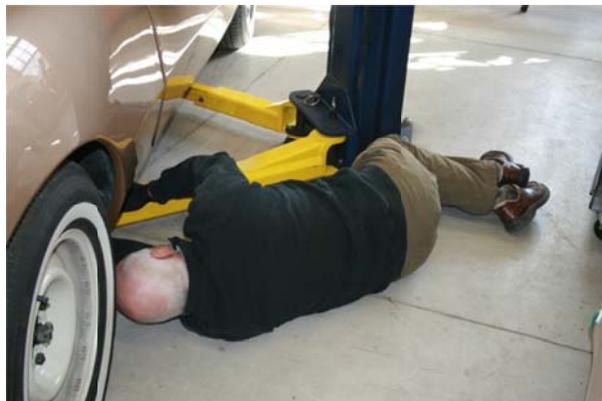
Bill with his pride and joy, 1963 R2 Avanti. It currently has a Dana 44 with 3.73 gears and TT and tapered axles.



Step one is to remove the decorative wheel dressings (hubcaps) without damaging the paint.



These are the new flanged axles, purchased from the performance experts Fairborn Studebaker. They come complete with all the parts including bearings and seals and all necessary hardware. They also come with instructions, but who reads those?



A typical Avanti owner has to jack the backend up and using axle stands and does the R&R at floor level. Not Bill; he has a hoist in which he can raise the car to any level to make it easy on your back. Something I am sure Roly Lusted will appreciate.

## Tech Session



Bill and I have been around the block a few times – we remembered to loosen the lug nuts and axle nut before we raised the car up. At least that is our story and we are sticking to it!



Bob Barrick (Hamilton Chapter member) loaned us his custom made drum puller. It bolts on with all five lugs, ensuring that the puller pull straight, not at an angle like other three lug pullers. A couple of whacks with the sledge and it popped off.



We pulled the drum off and there were no surprises. Brake shoes were evenly worn with lots of material left, no leaks to be seen.



Bill is thinking this an excellent time to do some cleaning and painting for the cruise season. He also determined that the brake line to the brake cylinder needs to be removed so the backing plate can come off and axles removed. Stay tuned...

There is much more to come. I plan to document and describe each step so if you are unable to attend this session, you will be better informed on how to perform this task. According to Roly Lusted, the hardest part of the task is cutting the new hole in the backing plate to fit over the new bearings. While not a difficult task, it must be done accurately to ensure that the brake shoes are properly centered within the brake drum. Failure to do so will result in incorrect brake operation even brake failure, which is not something you want to happen when trying to stop.

See you in April!

By Mike Emmerich

# Studebaker Salvage

Mark Carson, editor of the Studebaker Packard Post, newsletter for the BC Coastal Chapter of the SDC sent me these pictures taken at a Studebaker salvage yard in Kanas. While no Avanti are to be seen, there are Studebaker cars and trucks of various years. I enjoy seeing pictures like this; even better when I can visit the yard.



# Gas Door Repair

Forward by Peter Sant

I am forwarding a write up and picture of a fix for broken gas doors.

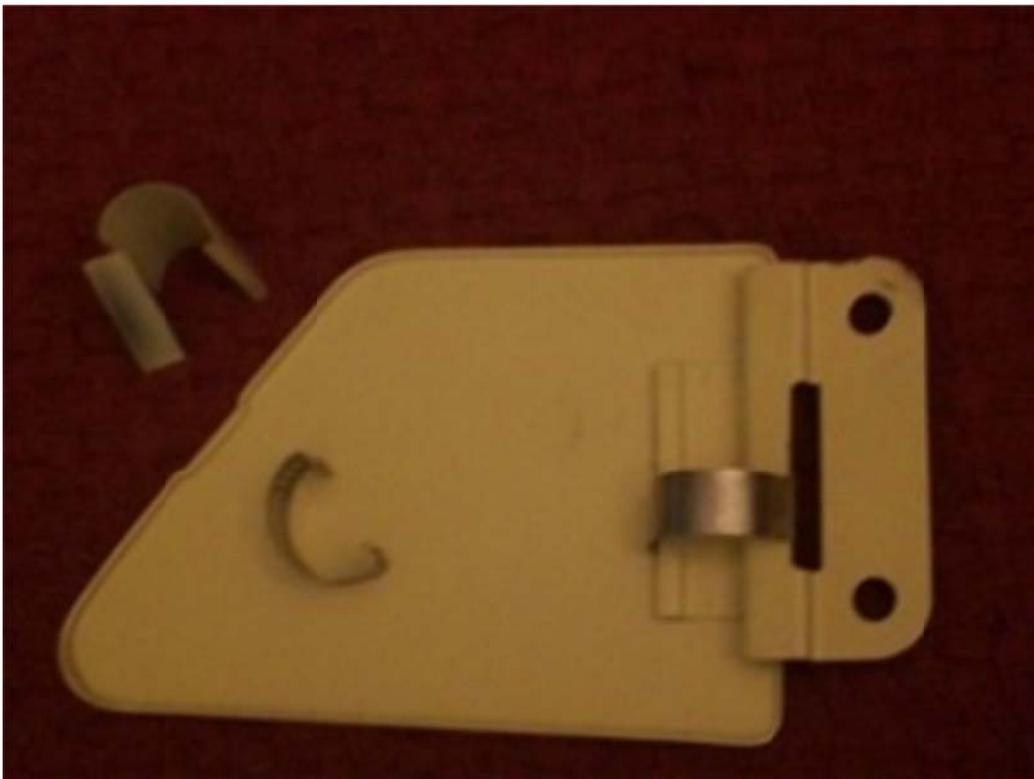
This was submitted to me by a new member of the Canadian Avanti Club. Since the broken spring also applies to other Studebakers I see no reason why this fix would not apply to them also.

## Gas Door Repair

I recently discovered that the spring on my gas cap door was broken. Both pieces are shown at the upper left of the pic. After trying several ways to make a spring I came up with the idea of using a hose clamp. You know the type, stainless steel, with a screw adjustment, sometimes called a "Jubilee" clip. I chose one about a half inch wide, cut it to length, using the perforated end as a first attempt since it is easier to bend. That is it in the middle of the door. The material is springy, but can be bent to a right angle at the ends. Once satisfied that the shape was right, and it worked, I made a second one from the remaining strip without the holes. It's the one mounted in place on the door. Since I now had two small springs, I used both with a little dab of silicone, to hold them in place, in case.

Hope no one needs this information but now you are ready.

Doug Barber



By Doug Barber

## DOES YOUR AVANTI OVERHEAT?

We drive our cars in the Summer Months usually when the weather is warm. We tend to keep an eye on the temperature gauge (if we don't have the mid-fifties idiot lights). Then the panic sets in; the engine is overheating.

Well, they did not overheat when they left the factory (except maybe Avanti cars). So what has gone wrong and what can be done to fix the overheat problem?

First you have to determine whether or not your engine is actually overheating. The best way is an infrared heat gun (Canadian Tire). The second best is a candy thermometer in the top of the radiator- best done before the engine gets hot to avoid steam burns etc.

You have of course checked all belts and hoses. Right?

If the engine temperature reads OK on the heat gun but high on the gauge then either the sending unit is bad or the gauge is bad or the wire between the two is corroded. Just as an aside, when the first Avanti ended up in the dealership with an overheat complaint; the factory fix was to splice a 10 ohm resistor in the line to the gauge. This had the effect of giving a gauge reading much lower than reality! Some fix.

Anyway, to move along, many factors cause overheating. The big one is a buildup of sludge in the engine block which prevents the proper flow of coolant. The solution is to remove the two plugs at the rear of the block. You have to remove the starter on V8's. These plugs are very hard to take out. After many years of corrosion they become rusted in place and because they have a square head a normal socket will not fit. I have no solution as to how you get these things out. Maybe somebody out there has done this and can provide an answer. Once you get them out a coat hanger and lots of flushing will eventually poke out most of the sludge. Generally this will clear up the problem

Next we have cars with a clutch fan. Over time these things fail and the fan just freewheels instead of pushing air like it is supposed to. The test for this is twofold. First, watch the fan, after the engine is hot. Shut off the engine and observe the fan. If it stops in less than 1 1/2 rotations it is good. If it freewheels for several rotations you need to replace the fan clutch. Next, is the most obvious. Black oily like stuff all over the drive area and sometimes the fan itself will wobble. Replace the clutch drive immediately.

## DOES YOUR AVANTI OVERHEAT?

Another thing which is obvious is the thermostat. For racing purposes I use a 170 degree thermostat which was the factory installed Avanti thermostat. These are hard to find and I would suggest a 180 degree quality thermostat and gasket be purchased (NAPA, Carquest, CTC)

Now we get into the tricky stuff. If your car tends to overheat when driving at high speed on the 400 series highways, then we must look at airflow across the radiator. The solutions are numerous, such as sealing around the rad. support with duct tape in the front of the rad. to ensure that all the air actually flows through the rad. not through cracks in the rad. frame.

The next thing is to install an air dam such as used on newer cars like the Saturn which has been used effectively on the Avanti.

Overheating at higher speeds is somewhat normal due to higher friction in the engine but if it does significantly overheat at highway speeds then you must look at your ignition timing. Too little advance and the engine will overheat. Too much advance and the engine will overheat but you will know about it due to the detonation induced by too much advance.

Often overheating is caused by external forces such as what is known as parasitic drag. This happens if you have a bad bearing on an alternator, supercharger, water pump or brakes dragging which causes the engine to work harder in order to maintain the speed.

Incorrect or low engine oil will affect engine temperature. This is why race cars usually have an oil cooler. The oil acts as a coolant for the engine.

A carburetor which is set too lean will cause overheating. However not many Studebaker owners meddle with the jets in a carburetor BUT.... fuel containing ethanol will run leaner than fuel without ethanol. Look at the Gas Pump to see if the stuff you are using has ethanol content and if so try switching fuel suppliers to fuel listing no ethanol.

I could go on and on about overheating and never finish discussing it. The causes are so numerous but I think that I have covered to common causes. If anybody has more to offer please do so.

# Upcoming Events...

## Chapter Events

- Meetings for 2012: April 29 – Sue and Roly Lusted (Grimsby ON)  
June 3 – Mike Emmerich/Bill Harris tour (Cambridge/Dundas ON)  
Sept 9 – Ralph and Marguerite Hart (Cambridge ON)  
Nov 25 – Jim and Barb Anderson (Dundas ON)
- April 27, 2012: Racing and Slots at Flamboro Downs. An evening with a buffet dinner, Horse Racing and Slots at the Casino. Details to be announced, contact Roly Lusted for more details and RSVP. Call 905-945-0027, e-mail [lin93@sympatico.ca](mailto:lin93@sympatico.ca)
- April 28, 2012: Tech Session at the home of Bill Harris, Dundas ON. We plan to install flanged axles in place of tapered axles in a Dana 44. Please contact Bill Harris if you are coming. Call 905-628-6370, e-mail [billharris@rogers.com](mailto:billharris@rogers.com)
- June 1-3, 2012: Fleetwood Country Cruizein. See ad in Old Autos. See also <http://www.fleetwoodcountrycruizein.com/> for more details (when it gets updated). We will have an Avanti display again this year, so plan to attend. Can we break nine?
- July 30-Aug 5, 2012: Red Deer is hosting the Super Run this year. This event is rotated between Brandon, Man - Saskatoon, Sask and Red Deer, Alta. Last year was Saskatoon. This may be a perfect opportunity for us to meet and join in a great event. This is a full weeks event, July 30-Aug 5th. Please check it out at [www.rocknreddeer.com](http://www.rocknreddeer.com) The main event is on Sat with a grand S&S and dinner / dance.

## AOAI Events

- July 29- Aug 4, 2012: Nobody wants to miss the "50th Avanti Birthday Party". You can register for meet online at [www.sdcmeet.com](http://www.sdcmeet.com). See also 48th INTERNATIONAL SDC and AOAI MEET below.

## SDC Events

- June 15-16, 2012: Crossroads Zone Meet, Frankenmuth MI. Host hotel is located centrally – walking distance to everything. Details will be provided as they become available.
- June 28-July 1, 2012: Studebaker “Made in Canada” Celebration, Ontario Chapter SDC. It's to celebrate the 50th anniversary of the SDC, 40th of the Ontario Chapter and 160th of the Studebaker Corporation. See <http://www.ontariosdc.ca/> as information becomes available.
- July 29- Aug 4, 2012: 48th INTERNATIONAL SDC and AOAI MEET, July 29-Aug 4, 2012 in South Bend, IN. See <http://www.michiana-chapter-sdc.net>

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

# CAR TUNES

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

## SUNDOWN

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I – and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

## SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his **Studebaker**. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – he got enough orders to put the radio into production.

## WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names – Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems:

# CAR TUNES

- When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)
- In 1930 it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

## HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to “Motorola” in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning; it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio – the Handie-Talkie – for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturer in the world. And it all started with the car radio.

## WHATEVER HAPPENED TO....

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

# 2012 Ontario Chapter SDC Studebaker “Made In Canada” Celebration



29 June – 01 July 2012  
Travelodge Hotel, Belleville, Ontario

Come one and all SDC/AOAI/ASC Members or Studebaker Owners to help celebrate the 50<sup>th</sup> year of the SDC in scenic Belleville, Ontario, Gateway to Prince Edward County. Our Guests of Honour will be former Studebaker Employees along with Canadian Studebaker Dealers, Salesmen & VIPs. If you have a “Made in Canada” Studebaker now is the time for a Homecoming trip to meet and talk with the persons that helped make or sold such fine vehicles. It’s our 40<sup>th</sup> Anniversary as an SDC Chapter so help us celebrate Studebaker, the people that build them and meet SDC members that have continued the legacy.

## **Calendar of Events**

**Thursday**: Registration 1-5 PM

**Friday**: Registration: 9 AM – 5 PM

Road Trips 10 AM - 4 PM

Meet & Greet – 6:30 – 8:30 PM

**Saturday**: Registration: 9 AM – Noon

Car Display & Show: 9 AM - 4 PM \*

Awards Banquet & Dance – 6 - 11 PM

**Sunday**: Morning Breakfast – 7 - 10 AM

\*Awards will be People’s Choice in all 10 Divisions. 1<sup>st</sup> – 3<sup>rd</sup> Place  
Best of Show and other special awards to be chosen by Event Committee

For registration & car meet info contact Will Norton at [wnorton@ontariosdc.ca](mailto:wnorton@ontariosdc.ca)

For more car meet info visit the Ontario SDC website at [www.ontariosdc.ca](http://www.ontariosdc.ca)  
Host Hotel is the Belleville Travelodge Hotel. Visit [www.bellevilletravelodgehotel.com](http://www.bellevilletravelodgehotel.com)

# Fleetwood Country Cruize-In

Proudly Presents

## Frankie Valli And The Four Seasons



Friday, June 1, 2012

More info : [www.fleetwoodcountrycruizein.com](http://www.fleetwoodcountrycruizein.com) or [www.centennialhall.london.ca](http://www.centennialhall.london.ca) 519 672-1967



**It's Official!**



An Automotive Extravaganza Like No Other!  
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**JUNE 1, 2012**

**Save This Date!**

**Friday, June 1:** Doors Open At 6PM  
7PM - Frankie Valli & The Four Seasons - \$59.00

**Saturday, June 2:** 7AM - 5PM Car Show

**Saturday Evening, June 2:** Doors open at 6PM  
7PM - Paul Revere & The Raiders dinner show \$89.00.

**Sunday, June 3:** 7AM - 4PM Car Show  
Square Dancing Tractors "Team Farmall", Amphicar's, Specialties,  
3,500+ Classics, George Barris, Gene Winfield, Candy Clark,  
Bo Hopkins, Plunkett Estate and Two Fabulous Caddie Museums.



**Paul Revere  
and the  
RAIDERS**  
Saturday Evening

TICKETS: [www.centennialhall.london.ca](http://www.centennialhall.london.ca)  
Phone: 519 672-1967 or 519 672-1968  
Toll Free 888 999-8980 to charge with  
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For more information, please visit:  
[fleetwoodcountrycruizein.com](http://fleetwoodcountrycruizein.com)

## **AOAI celebrates 50 Years of AVANTI Tradition!**



You are invited to the Avanti's 50<sup>th</sup> birthday party!

The AOAI Indiana Chapter is excited to host and celebrate with you the "50 years of AVANTI tradition" in South Bend, Indiana on July 29<sup>th</sup> through August 4<sup>th</sup>, 2012. This is a joint meet with the Studebaker Drivers Club. We will be remembering the past in the present.

AOAI has reserved the Inn at St. Mary's as the AOAI Host Hotel. A majority of activities will be at the host hotel. We have

an outstanding room rate of \$84.99 per night which includes Free Hot Breakfast, Complimentary Internet, Parking, Local Shuttle Service and Newspaper. The Inn at St. Mary's also has a whirlpool, sauna and swimming pool access. Most importantly to members, this is a really clean hotel and recently renovated with the latest technology upgrades.



Arrive Sunday or Monday in anticipation for a whirlwind week of Avanti and Studebaker fun. After checking into to the Inn at St. Mary's on the beautiful St. Mary's College campus, you can stop by the AOAI Hospitality Room and start renewing friendships or make new ones. A silent auction of unique Avanti and South Bend items will be on display and ready for your bids. If you or your chapter wishes to donate an item, let Max Starkey know. The AOAI Hospitality Room will be open daily and evenings following dinner events. Monday evening, enjoy the Welcome Reception at the Century Center. Cool down with some tasty ice cream.

Tuesday, the AOAI Board Meeting will be held from 9:00am until Noon. This will be a good opportunity to see the Board in action and share your views. In the afternoon and throughout the week, visit the St. Joseph County Fairgrounds to find some treasures and visit the multiple vendors selling their goods.



In the evening, arrive at the Studebaker National Museum (SNM) for a delicious Polish Dinner, a South Bend tradition. Have you ever dined at the SNM before? This is a real treat. You can arrive as early as 5:30pm to tour the museum and see the "Avanti Design Display" and visit the club room besides other Studebakers. Following dinner, we will have two amazing presentations. The first will be Ted and Scott Andrews, who are sons of Robert Andrews, talking about saving the destroyed Avanti clay model from the 2<sup>nd</sup> floor of the Avanti Motor Corp factory. You'll relive this daring rescue and see reconstruction photos and hear stories of their father's love for the Avanti. You'll be able to see the clay model in person. This is a ticketed event with limited seating for only 100 people so you'll want to register early. Following the Andrew brother's presentation, we have arranged for Dan Booth, Jon Myers and Roger Penn to share their stories on being Avanti Motor Corporation Service Dealers and Sales Representatives. Around 10:00pm, you can enjoy the first day of the Avanti History Video Marathon at the Inn at St. Mary's.

## ***AOAI celebrates 50 Years of AVANTI Tradition!***



Wednesday morning, we have arranged something new for the golfers in the club; you can demonstrate your skills at the South Bend Country Club an exclusive private club. You'll have a sneak peak where the AOAI Awards Banquet will be held. Cart fees are included in the rate. Rental clubs are available too just in case you want to save room in your Avanti for swap meet purchases.



Wednesday afternoon, Greg Prince, who is authoring the AOAI Studebaker Avanti Authenticity Guide, will give a detailed presentation on this subject. The goal is to have this Studebaker Avanti Authenticity Guide Book available for purchase during the meet. Greg will serve as Studebaker Avanti Chief Judge in South Bend.

Greg Lowry, Avanti 4 Door Designer, and Avanti Restoration & Service Inc. will give a demonstration on Avanti paint stripping and repairing fiberglass. Greg has worked with fiberglass since he was teenager and worked for Michael Kelly and then JJ Cafaro. Greg designed the 25<sup>th</sup> Silver Anniversary Avanti front and rear bumpers with ground effects which lead JJ Cafaro to ask him to design and create the 4 Door Avanti. Greg also worked for Calloway designing the special Corvette following the close of Avanti in Youngstown. This creation was shown on the cover of Hot Rod Magazine. Greg currently designs and builds fiberglass front and rear end clips among other things for the RV industry.

Wednesday evening, dinner will be on your own but hurry back to the Inn at St. Mary's for the opportunity to meet John Hora, one of the AOAI founders. Unfortunately, Captain Dick Collins recently passed away. Plus, meet Past AOAI Presidents during the AOAI "From the Beginning" Seminar. Following a short break, multiple guest speakers will give a two hour seminar highlighting Avanti Designers, Quality and Marketing followed by more Avanti History videos.

**(Insert picture of John Hora and Captain Dick Collins at their first meeting – shaking hands)**

Thursday, Concours at the St. Joseph County Fair Grounds with the Studebaker Drivers Club. You can choose to have AOAI judging as well as SDC judging. Plus, if you have a Studebaker Avanti, you can have it judged for original authenticity and earn a badge with certificate noting this rare status. The AOAI Judges meeting will be in the morning at the Inn at St. Mary's. Given the huge number of Avantis to be judged at this 50<sup>th</sup>

Anniversary Meet, we need each chapter to volunteer two or more members to serve as judges along with members at large. Contact Greg Prince and let him know you want to be an Avanti judge.



Thursday evening, the AOAI Awards Banquet starts at 6:00pm at the private South Bend Country Club (SBCC) on the west side of South Bend with Hors d'oeuvres of Swedish Meatballs, Mini Maryland Style Crab Cakes and Creamy Dill English Cucumbers. Business casual clothing is required. Dinner will be served at 7:00pm. You'll start off with a SBCC House Salad - crisp green salad with sliced cucumbers, shredded carrots, and diced tomatoes: Choice of Ranch or Raspberry Vinaigrette Dressing. The main entrée will be a Chef prepared split plate of Grilled & Sliced Portobello Sirloin Steak – Angus Sirloin sliced served with a Portobello Mushroom reduction, truffle and whipped potatoes, roasted seasonal vegetables and Chicken & Shrimp Scampi – Grilled chicken and shrimp combo in a roasted garlic butter sauce, seasonal linguini and vine ripe roasted tomatoes. For dessert, Tangerine & Gran Marnier Crème Brule plus a sampler plate of Chocolates for each table. Kids Meal (Chicken Tenders, French Fries, Applesauce, Fresh Fruit Cup) are available. You'll need to attend to see other surprises.

It is our honor to have Robert Lee as our AOAI Keynote Speaker. He was a silent investor in Avanti Motor Corporation and served as their lawyer since Nate Altman started the company. The golden nuggets of Avanti history will be released as Robert shares his journey and love of the Avanti. The other day, I phoned Robert and only intended to talk for a few minutes but before I knew it, he had shared 45 minutes of amazing Avanti Motors strategy and perseverance with me. I am excited for your opportunity to learn more about this Avanti history.

Final AOAI Silent Auction bidding will cease following the AOAI Awards Presentation.

Friday morning, the AOAI Chapter President's meeting will be held at the Inn at St. Mary's followed by a trip to Elkhart, Indiana to see the Avanti RV Motor home Factory Tour and RV museum tour. If you want to see American manufacturing in action, this will be one to see.

Saturday,

Drive your Avanti on the former Studebaker Proving Grounds. I can imagine Sherwood Egbert, Raymond Loewy, John Ebstein, Robert Andrews and Tom Kellogg standing on the infield cheering us on as we open up the throttle on the straight away and realize their dream is still alive.

Now, fill out the meet registration form and send it in or register online before these events fill up. You'll regret it if you don't. Book your room at the Inn at St. Mary's to be in the heart of the action for the Avanti club.

The AOAI Indiana Chapter looks forward to welcoming you to South Bend.

Regards,

Mike Baker & Max Starkey

Meet Co-Chairman