The Canadian Avanti

Official Newsletter for the Canadian Avanti Owners Association

July August 2012

Celebrating 50 years of Avanti!

Picture by Roth Photo

Ron and Ruth Roth's 1964 R1

In this issue:

President's Message	Page 3	Steve Wohleber
Editor's Message	Page 4	Mike Emmerich
In Memory of Ron Roth	Page 5	Mike Emmerich
Letters to the Editor	Page 6	Mike Emmerich
Country & Blues BBQ Festival	Page 13	Mike Emmerich
Auburn – Cord – Duesenberg Museum	Page 15	Mike Emmerich
AOAI International Meet	Page 18	Mike Emmerich
Proving Grounds	Page 27	Mike Emmerich
Emissions Regulations	Page 30	Old Autos
SDC Newsflash	Page 31	Paul Cronkwright
Upcoming Events	Page 33	Mike Emmerich
Last Avanti	Page 34	Mike Emmerich

Volume 10, Issue 4.

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 CAOA 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	sbwohleber@gmail.com 705-383-2432
Vice Presidents:		
Prairies: *(Alberta, Saskatchewan, Manitoba)*	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: *(Quebec, Nova Scotia, New Brunswick, PEI, NFLD)*	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	lin93@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/

President's Message…

Well, as fall draws near and summer activities are in the past, it has been a great season with Plunkett, Belleville and South Bend as well as various events in the West. Hopefully many of you have participated in local shows and been able to clock a few miles this year. We certainly have to mention Alan Fishman's show award at South Bend as well as Dave Moxham Distinguished Member Award and for two years running now Mike Emmerich 1st place International Newsletter Award. Congratulations to all. A special treat at South Bend was the opportunity to do a few laps at the Studebaker Proving grounds. Still upcoming in this area is the fall Maple Leaf Tour in the Peterborough area Oct.12 - 14th. This is a great wind up to the season and always well organized and lots of fun. Keep it in your plans. Contact Will Norton or Vern Brinsmead with SDC. Be sure to visit our website on a regular basis as Sue Lusted does a great job keeping things up to date with new material on a regular basis. Also send Mike your "drive your Studebaker" day photos and any stories, adventures and or frustrations you've had over the year. Our last meeting was at the home of Ralph and Marguerite Hart in Cambridge with great attendance. Ralph has been successful in getting his Avanti running smoothly so we hope to see it at events next year. One more on the road. Our next meeting ties in with Hamilton SDC Christmas Party on November 24, in Burlington so would be great to see as many as can attend both events. Again, check the website and events listing in this newsletter. Hope to see you there. All for now and wishing all the best till next time.

Pictures from Ribfest downtown Sudbury

Labor Day Weekend…

All the best! Steve Wohleber

Editor's Message...

Hard to believe that it is the end of August already. I have not done half the things I wanted to do and now time is running out. I guess it is better to be too busy rather than nothing to do. Both the Avanti and the Lil Coupe are running flawlessly. Just a matter of picking which one and get in and drive. I must admit though, I have been driving the Avanti more as the weather has been less than agreeable when I want to head out. That is why I was disappointed that Plunketts show and Bothwell were both rainouts. The A/C works very well in the Avanti, which was very nice in Belleville and South Bend where the mercury was well above 30dC. Where have you gone this summer? I normally hear from some of you but it has been quiet. Hopefully you have been out there at local shows and cruises promoting your Avanti. We need to make these cars less mysterious and more appreciated.

If you have never made it to an International Meet in South Bend, you need to add this to your bucket list. Every aspect was excellent and will not disappoint. There were things I did not go to (Polish dinner, Fun Night) and based on what people said they too were very good. It you wanted to find a particular car or that elusive part, it was there.

South Bend also brought bad news in the form of the passing of Ron Roth. I had spoken to him on several occasions over the past few years (last time was Badenoch in the spring) and he promised to send me an article with pictures on the build-up of his Avanti. He did not tell me it was completed last fall and he had plans to take it on the road in few weeks. I guess he wanted to surprise everyone. I am glad he was able to drive it and get some pictures taken by his son Richard.

If his life teaches you anything, it is to pursue your dream. There is a saying that it is better to try and fail rather than not try at all – Ron was able to do an amazing feat by putting together probably the fastest street legal Avanti.

South Bend also demonstrated that you cannot let a little thing like car issues bring you down. Belleville was Hugh and his starter. Saying he kept a positive attitude was putting it lightly. Dave Moxham demonstrated the same when his alternator decides to act up. He was not going to let it spoil his fun. I was pleased to see him arrive at the proving grounds – but not surprised. Perseverance pays off.

Finally, I may have been presented with another 1st place award for the Canadian Avanti, but the award is for all of us. Keep those pictures and stories coming!

I included a page from Old Autos newspaper. Good information for everyone (original and modified) WRT emissions regulations.

See you in the fall!

By Mike Emmerich

In Memory of Ron Roth

ROTH, Ronald Arthur "Ron"- Passed away suddenly at home on Sunday July 29, 2012 at the young age of 75. Beloved husband and best friend of Ruth for over 42 years. Loving, adored and proud father of Richard Arthur and Richelle Laura. Ron will be sadly missed by his sister Carol. Dear son of the late Gertrude and Arthur. Fondly remembered by the Fowler family.

Courtesy of Richard Roth – Roth Photo

He was a member of the Canadian Avanti Owners Association for at least 8 years and owned a 1964 Avanti that has had extensive modifications. He just recently was able to drive it and make a couple of shows. I always appreciated his sense of humour and upbeat attitude with respect to his Avanti build. I was really looking forward to seeing his car and attending a show with him.
He will be sadly missed by all he touched – Mike Emmerich.

Perhaps it was of my proximity to south Barrie or my willingness to help out, but I did get to know Ron quite well. I do have this picture of his car alongside mine when we were last together. Ron visited us late last year when he had the car complete and I was perhaps the only other Avanti owner to have ridden in it. During the last few years, especially since last summer, Ron kept asking when we could both attend the same car show as he wanted to show his car beside ours and on Saturday, the day prior to his passing he drove his car to Heritage Park in Barrie and his car was on display at the same show we were at. Sadly, he arrived much later than we did and we could not park the cars together.

Courtesy of Roland Vardon

I am not sure how long Ron had the car, but safe to say over 30 years. Many years ago he trailered it to the North Carolina and arranged to have the old Studie clip replaced with a Mustang II front suspension. The car sat for a great many years after that with nothing done to it. About 5 years ago he got interested in restoring the 1964 Avanti and would often telephone or visit us and discuss various things, including what power plant he would use. I have pictures of the suspension that was beefed up, but do not have pics of the restoration process (I did see it at the restoration shop, frame off-prior to paint). Ron chose to get a 550 HP GM Crate engine and the special 6 speed automatic trans that went with it. The shop encouraged him to go with 18" wheels and wider tires. The 4 wheel disc brakes are all Wilwood and are multi piston. Ron did sell his Avanti many years ago but re-purchased. I think at that time the car was powered by an Olds engine. Ron had researched taking the car to Bonneville and I hooked him up with Dave "the Avanti Kid" Bloomberg to discuss the regulations and alterations required. I had talked with Dave a few times about Ron's car and it was estimated that it was powerful enough to hit 200 MPH. Ron did have a few chances to "road test" the Avanti and it climbed to 150 MPH very quickly. During my last visit with Ron, the day prior to his passing he told me he had reached 175 MPH and there was still more available. He did live long enough to see his project to completion – Roland Vardon.

By Mike Emmerich/Roland Vardon

Letters to the Editor

July 3: Check out the story of Studebaker made in Canada at the below link. Nice read about our favorite Cars & Trucks.
http://www.intelligencer.ca/2012/06/30/celebration-of-the-studebaker
Thanks again goes out to all who attended as the weather, country roads and the Studebakers & Avanti Owners were great company. I will be coming up with the total story in the next week or so but we all had a great time hosting fellow Ontario Chapter members and seeing a strong contingent from the Hamilton Chapter and the CAOA. Well done to all who attended and hope many will be going to South Bend at the end of the month. See you there. Will Norton President Ontario Chapter SDC
Editor: This was a well-attended event by the CAOA. We had thirteen Avanti with an additional two CAOA members electing to bring their other Studebaker. Take a look at the link for additional information and pictures.

July 4: Hello Mike, Please pass this along. Ed has some neat cars. Ed Brown's Shop/showroom is located in Apollo PA which is about 40 miles east of Pittsburgh PA. Ralph Hart http://kithannecarclub.com/brown/brown2.html

July 5: Mike; pic of Robert & Marguerite McLean 63 White Avanti. The black one is my 69 Avanti II. Bob never lets me forget that his is the REAL one.
Dwayne Jacobson

July 5: Mike; Pic of Robert and Marguerite McLean and their 63 Avanti. This year they will celebrate their 59th Anniversary. Believe it or not he still does all the maintenance work on their Avanti as well as on their 1935 Hupmobile (which they have had for the past 55 years). I'll dig out a pic of this one and send it to you.
Robert bought the 63 in the fall of 2003. No it wasn't the original white but painted brown. Bought from a lady in Oceania, California who had it stored in her garage for 18 years. He had passed her place hundreds of times over the years as a long haul transport trucker. It's a long story how he was able to purchase this car from her, but finally did at a price of $6,000 and trailered it home where he tore into it getting the mechanics working right and then giving her a new paint job. They have attended many car shows both in BC and Washington State taking home several trophies. Bob's birthday is coming when he will turn 46 with 40 years' experience. He loves to drive and it doesn't surprise me when he arrives at the restaurant and tells me they just got back from a 2000 mile road trip. We wish them many more years of happy travels. Happy Anniversary and Birthday's to a wonderful couple. Dwayne Jacobson.

By Mike Emmerich

Letters to the Editor

July 5: pic of their Hupmobile

July 5: I thought you'd like this: http://soc.li/0QT2OCc.
Paul Wilson: Studebaker could be running out of road.
Jim Anderson

July 6: Have you seen this one? Video http://money.cnn.com/video/pf/2012/07/05/pf-w-avanti-history.cnnmoney/?source=cnn_bin
Dwayne Jacobson.

July 12: Mike, A video everybody would want to see. Yours truly, Harry Clark
http://www.mbtmag.com/videos/2012/07/how-avanti-redefined-auto-design?et_cid=2743233&et_rid=82484668&linkid=http%3a%2f%2fwww.mbtmag.com%2fvideos%2f2012%2f07%2fhow-avanti-redefined-auto-design
Editor: A lot of press on Avanti this week!

July 13: Hi everyone, finally summer has arrived and with it a bit of heat which we know every Avanti loves (not). I drove mine into Vancouver Wednesday and the only time the temp rose was while in the Massey Tunnel. Other than that it held fine. First time since I have had the car that it has not over heated. I took the license plate and folded over the top and bottom allowing only the numbers to show and installed it at the rear of the grille with a slight scoop effect. I believe this has helped. The other improvement was changing the carb from a 600 to a 750 allowing for a proper fuel mix into the 383 Stroker. Now for living on the edge: A couple of months back the front end would jump around when I applied the brakes. I took it to a local garage that put it in the air, took off the wheels and examined the front end and told me the rotors were warped and to order new ones. I contacted Jim Turner and purchased his Kit and asked to have it delivered to Brian's in Ferndale. So I continued to drive it and the shuddering got worse, so I would ease putting on the brakes to help. One morning I am about to drive into Vancouver (35 KMs) and turned up the hill. The one front wheel screeched. I thought the one brake had locked up. I turned to head back home - dragging the tire. Then down the hill again towards home and it ran straight - no sounds. Turned into our driveway - got out and looked at the front end - looked OK so then started down our sloped driveway slowly and then it happened. The passenger side front end collapsed – the tire dug into the back of the well. I got the floor jack out and got it in the air and allowed the car to drift down to the flat surface. Once under I discovered 3 bolts still hanging through the frame and the 4th bolt in the lower control arm with nut on. It had pulled right through the frame. Well it took some hammering, filing and jacking the arm back up – installing new grade 8 bolts – lock nuts with an added plate above the frame.
So this Wednesday I am driving into Vancouver and really notice the amount of play in my steering wheel. I hit the gas - all 4 barrels open, the skin on my face moves back like a face lift and the car is hard to keep straight. Not sure what's wrong and how to adjust the play. Then last night Bob McLean comes to our restaurant for dinner and I tell him about it. He jumps up and says let's have a look. He has me turning the steering wheel while he looks in the engine compartment at the steering box then into the wheel

By Mike Emmerich

Letters to the Editor

well. Got it he says. He turns the 3 bolts that hold the steering mechanism with his fingers - all three were very loose. So right there I get out the wrenches and tighten them up. Now my steering has little play if any. This weekend I'll replace these with new bolts- lock tight and lock nuts. Grade 8. So it gets me wondering - am I a loose nut or are there more on the car. WARNING to other AVANTI owners - have these checked out - visual is not enough. Try a wrench on them. Whatever!!!! The thing to do is to get out there and drive it!!!!! Have a great summer. Best regards Dwayne Jacobson
Editor: Great advice. The first instance could have been disastrous for you. Thank goodness it happened in the safety of your driveway instead of on the freeway. Glad you found out the steering issue – I will have to check mine…

July 17: Hi Mike! Here is a couple of pictures of Hugh before we had to push him, thought you would want these. Bonny Butler :)

Editor: Another reason a manual transmission is so handy – you do not always need a boost! Thank goodness for Hugh Bill Harris had one of those new gel batteries.

July 17: Hello All...Its 11:06 pm Tuesday...after spending 12 incredible days in Italy, returning to T.O. on Sat. night driving home Sunday, I was looking forward to getting my car to the electrician Monday morning.....I did need a push after gassing up near London after Belleville ...I call and he says bring it over at 10am..i connect the neg. cable, and it turns over strong, fires up ...great…he lives a mile away…I'm going down the road and it stalls 2 minutes later…amp meter ready to break off 35+++++....I pull in to a store and open the hood...the negative cable has melted off the post…not good…I have Bonny drive me to the electrician and I tell him my issue...he says try and put it back on. I drive back and connect the cable, big sparks everywhere, call him up, he comes down, puts test light on negative post, touch anything under the hood it lights up...whole motor is live...I flatbed it home pull the starter, bring it to him and he calls me up at 4:30 today all rebuilt...armature was toast...he found one with the same barrel, cut the shaft length down to size, turned the ends on the lathe, 180$..just finished the install, put in old solenoid, his request, my ignition, green wire back on positive side of coil...makes beautiful noise (new glasspacks)....life is good ...looking forward to seeing you all in South Bend.
Hugh Campbell.
Editor: Glad you have uncovered the problem. Starter eh…

July 17: Greetings. The Avanti has been the subject of my attention and frustrations for the past few weeks. I drained the old gas and put new gas in the tank.

By Mike Emmerich

Letters to the Editor

1. It started easily, ran at about 1000 rpm for a minute or so and started dropping cylinders. Also, a gas leak, undetermined origin, at the carb. The culprit cylinders were 8, 3 and 2. Cleaned all plugs, reset points.
2. Started again, increased rpm to about 1500. Transmission fluid shooting from the dipstick opening, gas leak worse, cut out on some cylinders after less than 2 minutes. Culprits this time were 6 and 4.
3. Figured the transmission problem was a clogged vent so checked. Removed dead spiders and other debris. Removed one set of points, cleaned plugs, set remaining points.
4. Started again, increased to 2000 rpm, no transmission fluid being ejected, gas leaks much worse, major one at the accelerator pump. Dropped cylinders after a minute or so. The culprits were 8, 5 and 2.
5. Replaced all seals n the carburetor.
6. Installed electronic ignition.
7. Started car. No gas leaks, no transmission leaks, and it ran at various rpm for about 10 minutes without losing cylinders.
8. Drove it to the corner and back (no insurance and no license), no problems.
9. Now installing leather (Carmine dark red) on the original Studebaker seats. Front seats were from a Renault Alpine, comfortable and with headrests which were great when I was driving the car a lot.
10. Will switch the carpet to match the leather. Will change door panels etc. later.
11. Keeping my fingers crossed.

Ralph Ward

Editor: The trial and tribulations of owning an old car (not just Avanti!). Send some pictures!

July 18: Hi Hugh, Glad to hear that you solved the Electrical Mystery. A bad starter. I knew that it had to be something odd. Thanks for sharing. Peter Sant.

July 19: Hi Mike. Not much happening in Avantiland down here for us. Ours is in the garage getting its dash replaced. I don't hear much from the other two Avanti in the area. If I do I will send something along. Graham Gagne.

Editor: How's that dash install going?

July 20: AVANTI ALERT !!!!.....Is everyone aware of full page articles devoted & about Avanti in today's National Post Automobile section reprinted from the N.Y. Times.....?? Get your copy before they're gone!! Steve Wohleber

Editor: I tried to get permission to print but the charge was $478 so you will have to go the website http://www.nytimes.com/2012/06/17/automobiles/collectibles/studebaker-avanti-from-savior-to-orphan.html

July 21: A neat shot... Sue Lusted

The year is 1938.....and the maiden voyage of the limited has her roaring past South Bend, Indiana.....and the Studebaker administration building.....

Editor: I cannot imagine what it would be like seeing the train screaming down the track – must have been impressive…

By Mike Emmerich

Letters to the Editor

Aug 7: It is with great sadness I must report the passing of Ron Roth at the age of 75.He was a member of the CAOA for at least 8 years and owned a 1963 Avanti that has had extensive modifications. He just recently was able to drive it and make a couple of shows. Unfortunately I found out Like many other CAOA members) at the International AOAI meet in South Bend IN. I always appropriated his sense of humor and upbeat attitude with respect to his Avanti build. I was really looking forward to seeing his car and attending a show with him. He will be sadly missed by all he touched.
Regards, CAOA Executive. Sent by Mike Emmerich.
http://yourlifemoments.ca/sitepages/obituary.asp?oid=626178

Aug 7: Hello Mike, I met Ron at the July 28/12 "Classics in the Park" in Barrie. He gave me a tour of his "Avanti LS7" which is beautifully modified and I bet it goes like stink.
Who would guess, he looked well and happy.
Yours truly, Harry Clark

Aug 7: Hi Roland, Would it be possible to share any information you have on Ron – especially about his Avanti. I never did see the final product and I am sure many members would like to know that it finally met the pavement. As you were aware, it was a complete surprise and shock to me and many others in South Bend.
Regards, Mike Emmerich.

Aug 7: Good to hear from you Mike. Congratulations on winning yet another Newsletter of the Year Award, I also want to congratulate Dave for his Distinguished Member's Award. Mary Ann did visit with the family at one of the visitations and while I did most of the communication with Ron and Ruth, they also knew Mary Ann. I will miss Ron more than any of the Avanti owners you know as he and I had very regular talks.
Roland Vardon

Aug 9: Good Day Everyone, as you are well aware we held Studebaker Made in Canada on the Canada day weekend this year. If you go to this link http://www.ontariosdc.ca/smic/ you will be able to read all about this event and see all of the photos we took and the Studebaker Made in Canada Plaque we presented to the Studebaker National Museum in South Bend on the 1st of August. If you require more info or a hi-resolution photo of you & your car just email me. Cheers Will Norton (Ontario Chapter SDC)
Editor: As thirteen of us attended the event in Belleville, I thought that this link was appropriate.

Aug 10: Hi Will, Just a follow up to your Studebaker Made in Canada plaque, a group of us went to the museum together in my Avanti last Friday. Here are a couple of pictures of George Wingfield with the great plaque you made up. He was shocked to see it and very happy. Nicely done. The second picture is of him beside the last Studebaker which he did the dash installation on back then. Cheers Bill Harris
Editor: I brought George down with me in the Avanti and like a trooper he attended the AOAI functions. Neat plaque provided by the Ontario Chapter to honor previous Studebaker employees.

By Mike Emmerich

Letters to the Editor

Aug 11: To all concerned, I have done a bit of research on this subject and any classic vehicle bike or car (25 years or older) shouldn't be putting anything with ethanol in it.
In Canada all Shell, All Cdn Tire and some Flying Js sell Premium gas with no ethanol. The rest you need to check the pump before pumping and as the below story indicated if it's a combined pump it will dispense whatever was bought before for up to a few litres until the Premium works its way through the pump.
For my 750 Commando MC which needs 97 Octane for its stock engine I buy from a standalone pump locally so I don't get any ethanol and also add Octane Booster/ lead additive to get it up to 97+ Octane.
In most US States all premium gas sold is ethanol free at this time but a few States have allowed ethanol to be added to their premium fuels and more as we speak. All regular fuel in the US & Canada has ethanol so don't use it.
See this website to help find ethanol free gas
http://pure-gas.org/index.jsp?stateprov=ON
Here is one more site that may help you with getting ethanol free gas while in the states
http://www.e0pc.com/index.php
Just my 25 cents worth, Cheers Will Norton (Ontario Chapter SDC)
Editor: Good information for all Avanti owners – similar information was published previously in the Canadian Avanti.

Aug 13: Mike, Thought I would forward this FYI. Haven't watched it yet myself. Couple other things, will write tomorrow.
http://www.youtube.com/watch?v=QtMF4azNinI&feature=relmfu
Steve Wohleber

Aug 21: To the Hamilton Chapter membership. For those who were at our chapter meeting at Wayne Hamilton's last night, you will recall that there was some discussion about the SDC Presidents position from what transpired at the Board meeting during the International Meet in South Bend. I have been asked to forward the Communique below to our chapter members. Paul Cronkwright.
Editor: As many of us belong to the SDC and / or were present at the SDC awards banquet when the president was announced, I deemed this appropriate to send to you as a FYI. See the SDC Newsflash this issue.

By Mike Emmerich

Letters to the Editor

Aug 29: Hi Mike, Alternator worked fine all the way home but I have not had the car out since. I received my rebuilt converted regulator back from Dave Tbow last week but still have to install it. Will let you know how it goes. Enjoyed everyone's company in South Bend, had a great time. See you soon, Dave Moxham.

Aug 29: Hi Still in the process. Unfortunately the new dash doesn't fit all that well. It fits over the fiberglass dash backing fairly well. The problem is in the gages. The overlay when put in the dash doesn't match up with the gauge holes in the fiberglass very well. I ended up filing away the openings to match the overlay. The overlay itself doesn't fit the opening very well either. Also, the glove box door doesn't fit perfectly with the top and the outside (right) bottom sticks out from the rest of the dash on that side. I had to heat the dash with a hair dryer and stretch it so the top fits with only a 1/4" gap. Next I had to squeeze the right hinge under the glove box door overlay in order to set the door inward to match up with the right side of the dash. It is passable now. I have it hooked on the cowl and am about to secure it and finish any loose wiring. Once this is done I will attempt to install a new (fiberglass) headliner. And the fun goes on...
Graham Gagne.
Editor: See July 19. Any pictures? It would be great to have one of you working :)...

Sept 4: Hello Ralph, Steve, Mike and Dave, I am completing this week my second week of two weeks holiday at my cabin and I have my neighbors with two kids arriving Thursday. They are staying till Sunday and with all the close up chores I will probably not make it home till Monday. I am sorry not to be able to attend the meeting and see what Ralph has been up to in his shop. It was a very enjoyable time there 2 years ago. Dave, perhaps you could give an update on the membership total. This has been a challenging year for me with retirement coming up and I have had to put a lot of thought and time in to it. This allowed me little time to get to my cabin and this was the only time I could coordinate guest visits and family time. I did not get letters written to those members that did not join but will have more time this fall and intend to write them re 2013 membership. After November retirement I will have more time to schedule things. Hope the weather is sunny for Sunday. Regards Bill Harris
Editor: Don't worry about it; enjoy your time with friends at the cottage. Hopefully you can find more time to do the things you enjoy after November…

Sept 7: No I should have taken photos of the process but I didn't.
Also, I have the headliner in. A nice product but, it needs tweeking to fit properly. If anyone is planning on installing a dash or headliner I'd be glad to chat by phone or email (kg.works@ns.sympatico.ca or 902-758-1210). Graham Gagne.

Country & Blues BBQ Festival

For the past couple of years, Barry and Carole Leppan help organize the Country and Blues BBQ festival at Spencer Park in Burlington, ON. July 13-15, 2012. It is billed as “a unique festival experience for visitors showcasing some of the finest country and blues artists and featuring line dancing, succulent barbeque foods, one of a kind artisan vendors, a licensed saloon and an interactive children’s play are known as “the Corral”. Located at the waterfront at Spencer Smith Park, the Burlington Country & Blues BBQ is an event not to be missed.” Featured guest artists for the three day event include Steel Magnolia, Charlie McCoy, Jordan John and Gordie Tapp. Since Barry organized a weekly cruise night for the Lions Club of Burlington, It was natural that he also organized the car show on the Saturday and Sunday. Cars were by invitation only and I was pleased to have been selected for another year. As it did not matter to me which day I went, Barry asked if I could go on Sunday, which I was happy to oblige. Initial plans were to bring the coupe, but as the weather was forecasted to be wet I took the Avanti. While I left Cambridge in a drizzle, the weather improved and it was a marvelous day.

By Mike Emmerich

Country & Blues BBQ Festival

Rain only appeared late in the day after the Avanti was tucked away back in the garage. Roly and Sue Lusted took their beautiful 1964 R1 Avanti and the Saturday (alas, no pictures). I parked my 1983 beside Raymond Wise's 1963 R2 Avanti. This proved to be an interesting topic of conversation for many visitors, as many had not seen or only heard of an Avanti before, and here are two of them. I commonly state mine is a 1964 as saying it is a 1983 just confuses people. When I say 1964 Studebaker, they smile knowingly and relish the fact they finally saw an Avanti. Others were more inquisitive – why does it Reccaro seats and a sunroof? Why a 305 GM engine? Then I have to explain a little further (especially if they notice on the window card that it is a 1983). Many were surprised on how similar the 1963 is to the 1983. Both Ray and I were very busy explaining to people what an Avanti is and the history on one of the longest manufactured designs. Even Gordie Tapp had to stop and take a look. He was very familiar with Studebakers, having owned several back in the 50's and 60's, but he never saw an Avanti until today.

One of the highlights for Hamilton Chapter member Donna Graham (she plays Mrs. Claus at the Hamilton Chapter Christmas party every year that we are invited to) was meeting Elvis Pressley. Well, one of the better impersonators Jay Zanier. Not only did she get to meet him, George and Donna had the task of driving him from the hotel to the stage in their 1963 Lark Daytona convertible. It was quite an entrance!

Elvis has left the building!

Do you think Donna is happy?

Overall it was a very good day; from getting burnt by the sun, having an excellent BBQ lunch to promoting the Avanti. Hopefully I will have an opportunity to go next year.

By Mike Emmerich

Auburn – Cord – Duesenberg Museum

I have been going to South Bend which must be ten years now. Every year I see the signs for Auburn IN and the Auburn-Cord-Duesenberg Museum (http://www.automobilemuseum.org/) and say to myself I have to make the trip to see it. This year, I mentioned it to George Wingfield and he thought it was a great idea as he had not been there either. Garmin (my GPS) took us right there – quite a convoluted path (but there were signs directing you) and we made it by 3:00. The museum is in the middle of a bunch of automotive museums. We planned to go only to the A-C-D Museum, so these would have to wait for another day. We did find out that the Hudson Museum is quite the display and worth a visit.

The first thing that struck me was the elegance of the cars. They were all pre-war and designed in a time where style was more important than function and your mode of transportation really indicated your status. Similar to the Studebaker National Museum, the cars are in really good shape with several in an original unrestored condition. Unlike the SNM, the cars did not have accompanying artifacts, which I find adds to the display experience at the SNM.

The building was the former Auburn Automobile Company's national headquarters. The ACD cars were all located on the first floor. The second floor featured vehicles manufactured in Indiana (with some overflow). There were cars I was familiar with (International for example) but many others I have only heard about (several I did not even recognize). There were also some Chevrolets, Fords, Jaguars, Sunbeams and yes Studebakers on display. George got all excited when we saw three Fords (1936, 1958 and 1962) all made in stainless steel! The brass era cars were really spectacular – especially the Auburns.

It was time well spent and I encourage anyone heading to South Bend (or going down I69 in Indiana) to make a side trip and visit this museum. You will not be disappointed.

By Mike Emmerich

Auburn – Cord – Duesenberg Museum

1926 Duesenberg Model A

1929 Cord L29

1936 Cord Convertible Coupe

1929 Auburn 6-80 Victoria

1936 Auburn 852 Phaeton

1932 Duesenberg Model J

George with a 1916 Dodge

Even had plastic cars – 1963 R2 Avanti

By Mike Emmerich

Auburn – Cord – Duesenberg Museum

1911 Metallurgique Speedster

1909 Auburn Model G Touring

1979 International Scout Prototype

1952 Crossley Station Wagon

1930 Ruxton Roadster

1931 Cord Paris Show Car

1948 Tasco

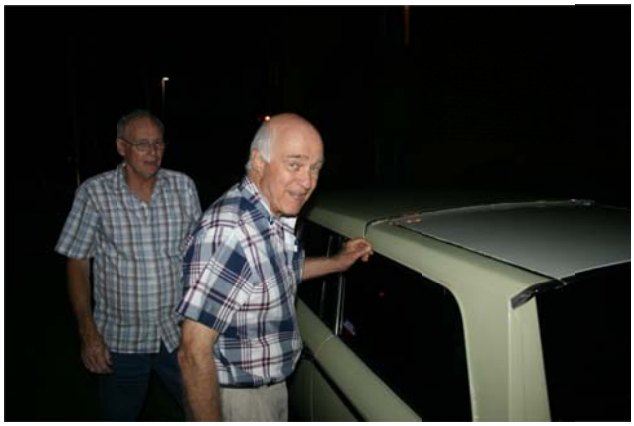
1919 Locomobile Model 48

By Mike Emmerich

AOAI International Meet 2012

The last time I was in South Bend for an International Meet was 2007. I drove my then "new" Avanti to this meet not knowing basically anyone in the AOAI. This year would be different. I had made many new friends over the years which I unfortunately only see here in South Bend. I had registered as an AOAI attendee, staying at the Inn at St Mary's with most of the other AOAI members. Many CAOA members' also chose to stay at the same hotel. I was really looking forward to celebrating 50 years of the Avanti.

George Wingfield, a Hamilton Chapter SDC member wanted to go to South Bend this year but his son Steven was unable to go. Since I had a spare bed in my room, I invited him to come along. We made plans and off we went. We both had never been to the Auburn/Cord/Dusenberg Museum in Auburn Indiana so this would be our first stop (see the article in this newsletter). After leaving the museum, we arrived in South Bend at the hotel around 7:00pm. There we ran into Bill Harris strolling the grounds. The next members we met were Steve Wohleber and Dave Moxham. We walked around the parking lot surveying the Avanti and Studebakers that were present and saying hello to folks as we met them. We learned that there was going to be a birthday cake presentation to Max Starkey. Off we went the adjoining Hilton to share in the cake and festivities. We ran into Lew Schucart, Mike Baker and Max and said our hellos. It was also here we met up with Roland Vardon, who informed us of the untimely passing of Ron Roth. We shared some stories of the last time we met then headed off to our rooms.



George Wingfield and Bill Harris Checking out a Wagonaire.

Dave Moxham being served a piece of Max's birthday cake.

Birthday boy Max Starkey.

Steve Wohleber, Dave Moxham and Bill Harris talking to the guys from Australia.

By Mike Emmerich

AOAI International Meet 2012

On Wednesday, we planned to head off to the fairgrounds to scope out all the goodies. First stop would be Studebaker International 'cause it was on the way. Ed Reynolds had some neat specials on so we made few purchases. Coming here is like coming into a candy store for a kid. So many parts, not enough money. Time to head to the fairgrounds. This meet they had both buildings open there were so many vendors. They all seemed to be willing to negotiate so deals were all around. I wanted to talk to three specific people about building a Studebaker 289 for my convertible (another story). Phil Harris (Fairborn Studebaker) Dave Thiebault and Ted Harbit were a wealth of information and all told me what I wanted to hear. I was now all pumped. After we had made a few purchases, we headed back to the hotel to pick up our registration package and get ready for Tippecanoe that evening. We arrived in time to see a tech session on how to do a fiberglass repair on an Avanti. We noticed many people were listening to the speaker. Time to get ready for dinner. You cannot go to South Bend without going to the Studebaker Homestead. I was pleased to see Hugh Campbell and Bonny Butler, especially after all the issues that they had at Belleville ON a month ago. I had made reservations for four, then seven, then ten. When we arrived at Tippecanoe, we had another wanting to join which now made it twelve (I know, my math does not make sense, but dinner reservations were multiplying like rabbits!). The parking lot was so full; we had to park in the street. As usual, dinner and service was great – I cannot imagine what it would be like if it was not full of Studebaker nuts. Regardless we were there over three hours engaged in conversation and a little ribbing. We headed back to the Inn to visit the hospitality room and participate in the silent auction. There quite a few items that were up so it was difficult to choose.

The next day was Thursday – concours day. The Inn had set up a car washing station for those that need to have a few bugs removed. I found that with the morning dew and heavy coat of wax, I only had to wipe the Avanti down and it was presentable. Once at the fairgrounds, they directed you to your respective division. My car was display only, so I did not have to clean out the trunk or be ready for the judges (AOAI or SDC). Steve and I had volunteered to be judges for the AOAI, so off we went to find Carl Doughty. When we found him and met at the appointed area at 10:00, there were already the correct number of judges and we were not needed. So all

By Mike Emmerich

AOAI International Meet 2012

we did was make ourselves available if needed and headed off to look at the cars – reported to be over 600, with at least 150 Avanti. I had a mission – to photograph all the Canadian cars and Avanti and make sure I got pictures of all CAOA members I do not have pictures of. What a task! I had to read each window card to see who it belonged to and if Canadian, find the owner so I could take a picture with the hood down. In no time it was 2:00. I headed off to find Carl to see if he needed any help. Not at this time, so I headed off on another mission (saving this for next newsletter). What was really impressive was the timeline display. They had arranged for one of each Avanti from 1963 through 2007 to be on display. Only one missing was a 1991. It was very interesting to see the changes in body style in the 1987 to 2007 years. It was very interesting talking to the owners and hearing the passion they have for their year. Don't let anyone tell them that it is not a real Avanti. One thing is very clear – they are all Avanti regardless of the year. Made me feel proud to own a 1983.

I went back to find Carl – he was now getting desperate. His team was having problems finding a few good Avanti – late arrivals that did not park with the other Avanti – where are they now? I agreed to look but finding a 1964 Avanti in a sea of 1964-1983 was like finding a needle in a haystack. We found a couple and a decision was made that they might not be here any longer. It was getting late in the day and many people who did not plan to go in the parade into South Bend at 4:00 were leaving to beat the crowd. Dave Moxham was getting a little concerned about his alternator (or was it regulator). The needle in his ammeter was bouncing around the past couple of days and was no longer showing a charge condition, only discharge. It was then we decided to head back to the Inn to get ready for the AOAI awards banquet.

This would prove to be a treat for me. Bill Harris invited George and myself to ride with him in his Avanti. I have yet to have a ride in a Studebaker Avanti and an R2 to boot. Of course, Bill drove in a very civilized manner. The South Bend Country Club was a very appropriate place for the banquet. Robert Lee, a silent partner in the Avanti Corporation in the Altman years was the guest speaker. I knew that Dave Moxham would be presented with a Distinguished Member Award by Max Starkey; I was not prepared to hear that I won another 1st place award for the Canadian Avanti. It was truly an honor to be recognized by my peers. Max asked me to say a few words – I could only say it was thanks to the members of the Canadian Chapter that I was able to create our newsletter, so they share in the honor. Allan Fishman also won a second place award for his Avanti. Bill Harris also won a first place, but from the SDC.

By Mike Emmerich

AOAI International Meet 2012

The next day (Friday) would be our final day to hit Studebaker International and the fairgrounds. We discovered a discount coupon in our registration bag so we had to take advantage of these at SI. We had almost exhausted our supply of money so we wanted to head off to the museum. I go every year and do not mind paying the admission fee as it is always worth it. I wanted to see the prototype woody wagon that was dragged out of the proving grounds and painstakingly restored. There was also on display one of the original, unrestored 1963 R3 Avanti that set all those records back in the day. We also wanted to see the plaque that the Ontario Chapter SDC donated to the museum honoring the Studebaker of Canada employees that was presented at the Belleville ON meet. George Wingfield was one of the names listed on the plaque and George had yet to see it. After seeing all the cars and singing to myself "If I had a million dollars" it was time to get ready for the SDC Awards banquet. It was held at the Century Center in downtown South Bend. The guest speaker was from Hemming's and he discussed the evolution of the Hemming's magazine, for many the bible of the old car hobby. Sue and Roly Lusted (1961 Hawk), Ray and Vera Martin (1966 Daytona), Bill Harris (1963 Avanti R2), and Raymond Wise (1963 R2) were among the CAOA members that won awards. Incidentally, Raymond arrived late because he participated in the drag races held earlier that day. He is one not afraid to beat on his car.

Raymond also helped out Neil Grant. Earlier in the day Dave replaced his regulator with a new one, with the hope that this would resolve his charging issue. Alas, it did not and Dave Thiebault offered to find an Alternator stashed in his trailer and sell it to him for the ride home (remember Dave has 14-16 hours to get home). Not only would Dave sell him a new alternator, he would help him install it so he could make the proving grounds on Saturday. I call that going above the duties of a parts vendor. Dave Moxham had offered to provide a seat for Neil Grant for the proving grounds. Being that they will only let Studebakers and Avanti and the track and not brand X, Neil needed a ride. Since Dave Moxham was not sure if he would make it, Raymond graciously volunteered to take Neil along. See the story on the proving grounds in this issue.

By Mike Emmerich

AOAI International Meet 2012

All in all it was another great International meet in South Bend. I had a great time with fellow CAOA members. I was able to meet and talk to many AOAI executive and members and see firsthand just how friendly and helpful they are. I gained a new perspective on my Avanti. It may not be a Studebaker Avanti, but it is an Avanti representing an important part of the heritage of the model. People helping people from offering to share rides, diagnosing and repairing problems to lending a hand at the show. I saw again the importance of accepting that old cars will break down and to keep a positive attitude. My hat goes off to Dave Moxham, who like Hugh Campbell in Belleville, never let his issue spoil the weekend. For some it would be an excuse to not drive their car again – not Dave. Shows he is very deserving of his Distinguished Member Award. Finally, I feel proud to have won another newsletter award. Makes those long hours worth it.

Pictures from the week:

Ray Martin playing in the Studebaker band.

Roy Ionson and his 1964 Avanti.

Allan Fishman and his 1963 Avanti.

Don Lindner and his 1987 Convertible.

By Mike Emmerich

AOAI International Meet 2012

Lew Schucart and his 1963 Avanti.

Sue and Roly Lusted's 1961 Hawk.

Ray Martin's 1966 Daytona.

Steve Isard's "Survivor" 1963 Avanti.

Bill Harris' 1963 Avanti.

Dave Moxham's 1963 Avanti.

Raymond Wise's 1963 Avanti

Cheers Hugh!

By Mike Emmerich

AOAI International Meet 2012

Outside Studebaker Business Center – Home of Studebaker International.

Bill Harris and Dave Moxham checking out the recently found Avanti clay model.

Avanti # 9, the last Avanti in its original configuration that was sent to Bonneville for speed trials.

One of one prototype woody that was discovered discarded in the woods at the proving grounds and recently restored.

Avanti in the Timeline:

1963 Avanti R2 – 3834 produced.

1964 with round headlights – 809 produced.

By Mike Emmerich

AOAI International Meet 2012

Late 1964 with square headlights.

1978 Avanti II – from 1965 to 1982 – 2252 produced.

Stephen Blake 1983 20th Anniversary – 25 produced.

1984 Touring Coupe – 50 produced. Blake produced cars 1983 through 1985.

1988 Convertible. Mike Kelly produced about 100 of these in 1987 and 1988.

1988 Silver Anniversary LSC coupe. Kelly produced 27 of these supercharged cars.

By Mike Emmerich

AOAI International Meet 2012

1989 Coupe produced by JJ Cafaro – last of the Raymond Loewy designed bodies.

1990 Avanti Touring Sedan produced by JJ Cafaro – production was 97 cars.

2000 AVX – designed by Tom Kellogg and built by Jim Bunting.

2002 Avanti coupe – 2002 through 2004 were based on the AVX – only 12 built.

2003 Avanti convertible. Mike Kelly produced about 53 coupes and convertibles 2000-2004.

2006 Avanti convertible. Eight built in 2005 and estimated 30 from 2006-2007, 8-10 still unfinished.

By Mike Emmerich

Proving Ground Tour ‘12

One of the highlights for me is the proving grounds tour. Every time a Zone Meet or International Meet is in South Bend, the Michiana Chapter arranges to have Bosch open up the test track to the Studebakers and Avanti who come out to play.

As in the past, they stage the cars in the parking lot in order to send the cars and trucks out at the same time. They always apologize to the Avanti owners as you are limited to the speed of the pace car. This year the track was very busy and the best I could achieve was 75 mph, albeit in a banked corner which made it feel a lot faster! You go out for three laps, and then turn off to the center of the track (where the skid track is located). There we had a photo op to let the cars cool down and from there you could head off home (unless you are Bill Harris and had to head back to Studebaker International to buy that one part he should have got earlier).

Dave Moxham even made a lap; thanks to Dave Thiebault he replaced his faulty alternator in record time and made the show. This was the first time for George Wingfield, Bill Harris and Hugh Campbell and Bonny Butler. I do not have to say that they were all smiles. I think they had fun. Bonny even videoed every lap.

This is a great way to spend a Saturday morning and even better way to cap another International AOAI meet in South Bend. Many thanks to the Michiana chapter for hosting.

Hugh and Bonny with Bill following, getting ready to enter the test track.

Slowly increasing is speed, it appears Bill is anticipating the “start of the race” and is holding back to slingshot around Hugh.

By Mike Emmerich

Proving Ground Tour ‘12

Is Bonny asking Bill to race?

Nope – she is taking video!

Turn 4 – where later I got to 75 mph.

Bill is having fun…

Yes, that is a 1955 ambulance…

You can always take a taxi…

By Mike Emmerich

Proving Ground Tour ‘12

Raymond Wise helped Neil Grant who had a brand X by taking him in his Avanti.

Dave Moxham, Bill Harris, Mike Emmerich, Hugh Campbell and Bonny Butler.

By Mike Emmerich

Emissions regulations . . .

As requested by the Specialty Vehicle Association of Ontario (SVAO) and Old Autos newspaper, the Ontario Ministry of Environment has provided us with these regulations and common questions with answers. This material has been put forth to help the hobbyist live within the existing rules and regulations. Not everyone will be happy with all situations, but at least the correct information tells how to make your vehicles legal from the emissions' point of view.

Understanding emission requirements for hot rods in Ontario . . .

REGULATION 361/98 UNDER THE ENVIRONMENTAL PROTECTION ACT

You have a duty to maintain your vehicle's emissions equipment according to the rules outlined here. Below are various situations that demonstrate these rules.

— — — —

Q: In 1995 the owner of a 1935 Ford (no original emission components) installed a 1986 Chevy V8 motor (originally required multiple emission components). What are the emission requirements?

A: This vehicle must:
- Meet the visible emission standards.
- The catalytic converter requirements do not apply.
- The emission control equipment requirements do not apply.
- Meet the emissions standards for 1980 and earlier model year vehicles if a provincial officer asks for a Drive Clean test. Note that although emissions control equipment is not required, without it, the car would likely fail the Drive Clean test.

— — —

Q: In 2001, the owner of a 1935 Ford (no original emission components) installed a 1986 Chevy V8 motor (originally required multiple emission components). What are the emission requirements?

A: This vehicle must:
- Meet the visible emission standards.
- Meet the emission standards set for the original motor (1935). As there were none, the car must meet the emissions standards for 1980 and earlier model year vehicles if a provincial officer asks for a Drive Clean test.
- Have all emissions control equipment normally included with the replacement motor (1986), or its equivalent, attached and functioning.

— — — —

Q: In 1995 the owner of a 1935 Ford (no original emission components) installed a 1963 Chevy V8 motor (with no original emission components). What are the emission requirements?

A: This vehicle must:
- Meet the visible emission standards.
- The catalytic converter requirements do not apply.
- The emission control equipment requirements do not apply.
- Meet the emissions standards for 1980 and earlier model year vehicles if a provincial officer asks for a Drive Clean test.

— — —

Q: In 2001 the owner of a 1935 Ford (no original emission components) installed a 1963 Chevy V8 motor (with no original emission components). What are the emission requirements?

A: This vehicle must:
- Meet the visible emission standards.
- The catalytic converter requirements do not apply as the replacement motor did not come originally equipped.
- The emission control equipment requirements do not apply as the replacement motor did not come originally equipped.
- Meet the emission standards set for the original motor (1935). As there were none, the car must meet the emissions standards for 1980 and earlier model-year vehicles if a provincial officer asks for a Drive Clean test.

— — — —

Q: In 1995, the owner of a 1986 GMC vehicle installed a 1970s motor. What are the emission requirements?

A: This vehicle must:
- Meet the visible emission standards.
- The catalytic converter requirements do not apply.
- The emission control equipment requirements do not apply.
- Meet the emissions standards for 1980 and earlier model year vehicles if a provincial officer asks for a Drive Clean test. Note that although emissions control equipment is not required, without it, the car would likely fail the Drive Clean test.

— — —

Q: In 2001, the owner of a 1986 GMC vehicle installed a 1970s motor. What are the emission requirements?

A: This vehicle must:
- Meet the visible emission standards.
- Meet the emission standards set for the original motor (1986).
- Have all emissions control equipment normally included with the replacement motor (1986), or its equivalent, attached and functioning.

— — — —

Q: The owner of a 2005 Chevrolet vehicle installed a 2011 crate motor. (The 2011 crate motor was not designed or equipped with any emission components). What are the emission requirements?

A: This vehicle must:
- Meet the visible emission standards.
- Meet the emission standards set for the original motor (2005).
- Have all emissions control equipment normally included with the replacement motor (2011), or its equivalent, attached and functioning. Since the crate motor did not come with any emission components, none are required.
- Meet or exceed the 2005 standards for that original motor if a provincial officer asks for a Drive Clean test. Although emissions control equipment is not required, without it, the car would likely fail the Drive Clean test.

— — — —

Q: What are the emission requirements for a 1968 Chevy with the original engine?

A: This vehicle must:
- Meet the visible emission standards.
- Meet the emission standards for the model year of the vehicle (1968). As there were none, the car must meet the emissions standards for 1980 and earlier model year vehicles if a provincial officer asks for a Drive Clean test.
- Have all the original emissions control equipment, or its equivalent, attached and functioning.

FYI, this vehicle is not considered to be a "hot rod' because it has the original engine for the make and model year. This is true even if it has other modifications.

— — —

Q: What are the emission requirements for a 2004 Honda with the original engine that has been modified with performance parts, (i.e., turbocharger, cold air intake, etc.)?

A: This vehicle must:
- Meet the visible emission standards.
- Meet the emission standards for the model year of the vehicle (2004).
- Have all the original emissions control equipment, or its equivalent, attached and functioning.

FYI, even though this vehicle has been modified, it is not considered to be a "hot rod". That's because the modification to the engine (turbocharger) did not change the engine, which was available to buyers of that make and model year of vehicle.

Emissions requirements for vehicles licensed in Ontario

Vehicles are a major source of air pollution. That's why Ontario has Drive Clean, a program in place in most parts of the province that requires vehicles to have their emissions systems tested. As well, provincial officers, employed by the Ministry of the Environment, patrol highways on alert for smoking tailpipes. But, no matter where you live, whether you've had a Drive Clean test, or what kind of vehicle you drive, you are subject to Ontario's emissions standards. Here's what you need to know.

For vehicles, registered or driven in Ontario, the following applies:
- Any and all emissions equipment installed on the car when manufactured must be in tact, maintained and functioning as intended throughout the vehicle's life. You can replace emission control systems, devices, or parts as long as the replacements do the equivalent job as the original
- You cannot legally operate a vehicle if it emits visible emissions for more than 15 seconds in any five-minute period
- All vehicles must meet or exceed the emission standards for that model year of vehicle, as set out in the Drive Clean Guide. Vehicles built during or before 1980 must meet the standards set out in the category "1980 and earlier".

What makes a car a "hot rod"?

Many people think a "hot rod" is any car modified to go faster. In Ontario, that's not true. By regulation, a hot rod is any car whose original motor has been replaced by a different "type."

"Type" refers to the motor's:
- manufacturer
- block size (displacement)
- use in the vehicle's model and model year: Any motor that was available for that model and model year (for example, it may have come as an option) would not be a different type and, therefore, not qualify as a hot rod.

Emissions requirements for hot rods

Whether your car is a true hot rod or simply a modified vehicle, it has emissions requirements.

Please use the following chart to determine what's applicable to your vehicle under the Environmental Protection Act's Motor Vehicles regulation (O. Reg 361/98).

To use these charts:

- First, go to the chart that applies to your car's original model year:
  - 1999 model year or older [Jumps to correct section in chart below]
  - 2000 model year or newer [Jumps to correct section in chart below]
- Then, find the column that applies to when you replaced the motor.
- If needed, these example scenarios [To Qs and As page] should help you determine what applies to your vehicle.

Original Car,1999 model year or older

Motor replaced pre-1999	Motor replaced post January 1,1999
Requirements 1. Vehicle cannot operate if there are visible emissions for more than 15 seconds in any five-minute period (s. 3(1) and s.6) 2. For Drive Clean testing (if applicable), the vehicle is deemed to be a 1980 model year and must meet or exceed the standards set for "1980 and earlier" model-year vehicles (s. 1(2)) (link to standards) 3. Catalytic converter and emission control equipment requirements do not apply to hot rods altered prior to January 1, 1999 (s. 4(2)). However, be mindful that without emissions control equipment functioning, the vehicle could fail the Drive Clean test.	**Requirements** 1. Vehicle cannot legally operate if there are visible emissions for more than 15 seconds in any five-minute period (s. 3(1) and s.6) 2. For Drive Clean testing, the vehicle must meet or exceed what were the emissions standards of the *original motor* when all original emission control equipment was functioning (s. 4(2)). If there weren't any standards established for the original motor, the vehicle is deemed to be a 1980 model. The standards listed for "1980 and earlier" model-year vehicles apply. (link to standards) 3. All emissions control equipment must be attached and functioning. Equipment refers to what came with the replacement motor or be equivalent to what would have come with that motor. (s. 4(2))

Original Car, 2000 model year or newer

Motor replaced anytime

Requirements
1 Vehicle cannot legally operate if there are visible emissions for more than 15 seconds in any five-minute period (s. 3(1) and s.6)
2 For Drive Clean testing, the vehicle model year is the model year as designated by the manufacturer (s. 1(2))
3 Vehicle must meet or exceed what were the emissions standards for the **original motor** when all original emission control equipment was functioning (s. 4(2))
4 All emissions control equipment must be attached and functioning. Equipment refers to what came with the replacement motor or be equivalent to what would have come with that motor. (s. 4(2))

Reminders
The onus is on the hot rod owner to prove when the motor was replaced; otherwise, it will be deemed to have been done after January 1, 1999. An original receipt for the installation/purchase of the replacement motor is an example of proof.

Drive Clean considerations
- Even though vehicles with model year 1987 or older are exempt from regular Drive Clean testing, you are still required to meet the standards if a provincial officer directs you to take a Drive Clean test.
- For vehicles eligible for Drive Clean testing (either because of locality or model year), you must also meet the standards if you transfer ownership to anyone other than immediate family.

16-12

NEWS FLASH

For SDC Chapter newsletter publication and promulgation by SDC Chapter Editors and Officers

NOTE: This message was sent to the SDC Board of Directors by Carl Thomason on August 18, 2012.

Ed Reynolds has withdrawn. His statement to the SDC Board of Directors follows. I have assumed the office of President and my comments sent to the Board are below. This will allow us to move forward and conduct the business of SDC. Please continue to contact your Zone Officers with your input and questions.

Carl Thomason
SDC President

~~~~~~

SDC Board of Directors:
Since accepting the nomination to be a candidate for SDC President my goal has always been to contribute what I could to make this a better club. It is now obvious that I am not the best person to do this.
Carl Thomason has indicated to me that he is willing to be our "acting" president for the remainder of this term. Carl has had much experience on this board and will be readily accepted by the membership as one who can mend some of the wounds that have been created during the last few weeks. Carl has promised that the questions remaining concerning our election process will be pursued and that changes will be made to our bylaws so that conflicts such as this are not repeated. I therefore withdraw my name as a contender for the office of SDC President.

There must also be some healing for the SDC Board of Directors (YOU).
I know that throughout this past year there have been emails written, accusations made and remarks said that created division and perhaps weren't in the best interest of unaniimity for this board and this organization. Hostility is seldom one sided and sometimes quick reactions and responses are not always the best. There is never a doubt that we are all on the same team; we're looking out for the best interests of this club in our own way. Unfortunately, sometimes in our pursuit of being "right" we get a bit carried away.
I think that it's time for us to do some long distance email hand shaking and acknowledge that mistakes have been made on both sides and that
~~~~~~

we're unified in being anxious to get SDC back on its feet again.
Please agree with me on this.

I will continue as a strong supporter of this club and encourage all of you to follow Carl's leadership in getting things back on track.

Ed Reynolds

~~~~~~

SDC Board of Directors:

I want to thank Ed Reynolds for his excellently written email. It shows that his primary concern is for the Club. That must be our primary concern as well. As he states, personal differences now need to be put aside. Members are looking to us for leadership and they deserve our best efforts. We have work to do and must not let them down.

According to our By-laws, when the office of President is vacated, the Vice President automatically assumes that office. I am now willing to undertake those responsibilities.

Also, in accordance with our By-laws, I have appointed Mimi Halgren to be Vice President of SDC and she has accepted. She brings a wealth of knowledge and experience and will continue to be a positive addition to the officers and this Board. I have also asked her to form a By-laws Committee to work on the inconsistencies and areas that are unclear in our By-laws (i.e., election issues).

To let SDC members know that the question of the Presidency has now been resolved in accordance with our By-laws and that we are moving forward, I ask that the Director of each Zone forward this email, which includes Ed’s statement and my comments, to their Zone Coordinators, requesting that they forward it to their Regional Managers with instructions to distribute the information to all Chapters in their respective regions. I will also post Ed’s statement and my response on the Forum. This should ensure that the membership is aware of what is going on as quickly as possible without the delay of communicating the information in Turning Wheels.

In stepping aside, both presidential candidates involved in the undecided election have shown us that they want us to move past this negative time and work together for the benefit of the Studebaker Drivers Club

Carl Thomason SDC President
~~~~~~

Upcoming Events...

Chapter Events

Nov 24, 2012: We are invited to the Hamilton Chapter Christmas Party. Will be held at Kings Court off Plains Road in Burlington. Cost for the Turkey Buffet is $21 all inclusive of taxes and tips. Details will be provided closer to the event. Please RSVP Roly Lusted (lin93@sympatico.ca, 905-945-0027) before November 1, 2012 if you are going. Payment appreciated at the next Hamilton Chapter meeting (September 16, 2012).

Meetings for 2012: Nov 25 – Jim and Barb Anderson (Dundas ON)
------ Elections ------

AOAI Events

See SDC Events below.

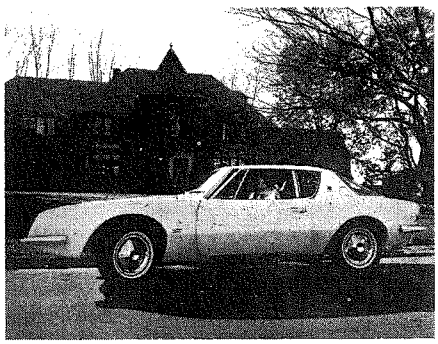
SDC Events

June 30- July 6, 2013: 49th INTERNATIONAL MEET, in Colorado Springs, CO. Hosted by the Pikes Peak Chapter, HQ: Crowne Plaza at www.cpcoloradoosprings.com.

June 28-July 5, 2014: 50th (Golden Anniversary) INTERNATIONAL MEET, at Dover Downs Hotel & Casino/Dover International Speedway in Dover Delaware. Hosted by the DelMarVa Peninsula Chapter. Website: www.DelMarVaSDC.org

---

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



The Last Avanti.

December 31, 1963. In South Bend, Indiana, the last shift at Studebaker's Avanti assembly plant was preparing to shut down.

It was New Year's Eve. It was also the end of a production run. The very end.

As the last Avanti, Serial #5643, was ushered down the line, workers gave her a pat or a good-bye look before wrapping it up for the year.

When it reached the last man in line, he added one special touch that no other Avanti had ever received before.

A note:

"12/31/63
This 1964 Model Avanti was the last one built in South Bend, Ind.
Serial #5643 Body #3902 Line 717
W.H. Bennet Sr. 4739
Happy New Year"

Mr. Bennett tucked his message into an envelope, penned with a flourish and red ink "To Whom it may Concern" on the front and slipped it under the mat in the trunk.

It marked the end of an era. And the beginning of the legend and the cult of the Avanti.

Today, this unique milestone car is again available for purchase at $100,000.

Remarkably preserved, it is museum quality. A superb example of the only car of its kind in the world.

Driven less than 6,500 miles, The Last Avanti still represents one of the most perfect examples of Raymond Loewy design and innovative automotive engineering.

For a set of photographs, certification of authenticity and a photocopy of the original window sticker, send $5.00 to Joseph Erdelac, 16515 Lorain Avenue, Cleveland, Ohio 44111.

Please note that purchase price includes delivery via enclosed van anywhere in continental United States and original owner's service manual, brochures and correspondence.