



# *The Canadian Avanti*

Official Newsletter for the Canadian Avanti Owners Association

September-October 2012

## **Got your Winter Storage Figured Out?**



*Neil Grant*

Neil and Bobbi Grant's 1963 R2

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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...



As we wrap this 50th anniversary year celebrating the Avanti, its wonderful performance and design, I suspect most of you are already formulating those projects that will be a part of next year's improvements and hopefully more involvement in activities and touring. As a subscriber to Hemmings Classic Car magazine, I am amazed at how many shows and especially tours take place not that far south of our border. This includes East as well as West. On my drive to South Bend this summer, I realized that St. Ignace Michigan really isn't that far away. It's in our plans for 2013. They have great events through the summer. It might be worth checking on areas south of the border near you for similar venues. I also note that Hemmings included the Avanti in the top 100 collector cars of all time. This may not seem like much (out of 100) but if you subtract all the commonplace muscle car iron from the big three, Studebaker and the Avanti are rarities and considered to only increase in value and desirability. One more reason to get them out there in the public's eye.

So this being the season of putting things away, winter storage, shopping for next year's parts etc. I thought I'd mention one or two things I do to 'enhance' the layover period. First are tires. Cold weather generally comes with a reduction in tire pressure. I always inflate my tires to about 40 pounds during storage. The tires can certainly take it and it reduces the likelihood of flat spots or cracking around the sidewalls. Remember, these tires probably only turn a thousand or so miles a year so they last a long time, however the compounds still age. Just remember to deflate in the spring. Also, being an old wooden boat guy, a must is storage fogging oil. If you have a flexible rubber fuel hose in your system, just close it off with a C clamp, run the engine (which already has stabilizer in the fuel) take off the air cleaner and spray a generous stream of marine storage oil into the various throats/barrels until the engine stalls. This coats the upper cylinders and piston bores with a light coating of oil to protect from condensation over changing temperature ranges. Especially important if you have unheated or temperature variable storage space. Another of course is a battery disconnect switch (\$10 ) which I use every time I park the car, winter and summer. You of course are likely familiar with the usual tips, battery minders, etc. so I'll leave it at that.

This was a great year of celebration for both Studebaker and Avanti with many events nationwide. This shouldn't make next year any different, so plan on attending as many in your area as possible and get those cars on the road and out there. They are special, and anyone who owns one for its unique qualities is just as special. Unfortunately, I was unable to attend the Maple Leaf Tour this year, hosted by Ontario SDC. I have enjoyed this tour for the past four years now and always an interesting venue and well organized. I hope a few of you were able to make it. I'll certainly put it on my list for next year. Check our events section on a regular basis on the CanadianAvanti.ca website as there are activities going on year round. We look forward to hearing from you with pictures of events you may have attended, so send us your stories, exploits and...oh well...disappointments. Sharing makes misfortune easier for all of us! As Red Green says, "We're all in this together". And in closing, I thank all of the officers/executive for their work to keep the CAO an active organization and welcome to the executive for another fun year. Remember to get your membership renewed which includes your 2013 calendar. A Merry Christmas and Happy New Year to all of you and your families. I look forward to seeing as many of you as possible at events in 2013.

All the best! Steve Wohleber

## Editor's Message...



You can always tell when you are coming into November. The days are much shorter, the fall colours have turned to brown or no leaves for the most part. Some of us have had snow already. This means most of us (except for Dwayne who can drive his Avanti year round) have to put our baby's to sleep. I keep my cars generally mobile (unless doing maintenance) just in case of a nice day. I am still hoping to take the Avanti to Jim

and Barb Anderson's for our November meeting. Have to wait and see.

I have not checked lately, but the Hamilton Studebaker plant should be down by now (or close to it). We had a bittersweet time at the "Homecoming" – it was great being with friends, but we all knew it was inevitable. We (Hamilton Chapter) have some plans in the works so it will not be forgotten by future generations. The CAO A is involved with any plans being made, by virtue of many CAO A members belonging to the Hamilton Chapter. Although Avanti were not manufactured there, the owners feel a tug towards Studebaker.

Many of you are aware of my change in plans for my 1963 Lark convertible. Due to all the MOE shenanigans in Ontario right now (reference the MOE document last newsletter) I decided to change the status of the convertible from "Hot Rod" to original. This means installing a motor that was originally available in the car – a 289cid Studebaker V8. But I do plan to change to a 5 speed manual. What am I doing with the 1994 LT1? Well, the Avanti already has twin cats, gas recovery system and I have all the emission stuff for the engine. So I plan to transplant into the Avanti. I can't wait to see what the car is like with an extra 150hp and 50 cubic inches. I plan to document what I did and even run through an e-test to see what it will do. All this means that the MOE can inspect my cars at any time. 1940 Coupe "Hot Rod" has a non-original engine (from 1969) installed pre-1999 (no emissions equipment required), 1963 Convertible with an "original" engine and a 1983 Avanti with 1994 emissions. Might be a good time to install a power rack and pinion – have to wait and see.

Where did you go this summer? Any interesting cruises or shows you went to? Please send me any information on these events (better yet, a short write-up and pictures would be perfect). As Neil Grant found out, it is fun putting down your memories on paper and digging up some old photos. No matter how you send to me, I will put it together and format for you so do not worry if you are not good with computers. A simple word document and attached pictures is fine (just make them large).

You will notice that I included our renewal form (along with AOAI) for 2013. Your membership in the CAO A is due in January and AOAI is due on the anniversary date of when you joined. Hopefully you will rejoin as I enjoy talking (and writing) to all of you. And as an added bonus, a free 2013 AOAI calendar if you renew before the end of February. And to all, a very Merry Christmas and a Happy New Year!

By Mike Emmerich



## CAOA Meeting Minutes

September 9, 2012

**Members Present:** Welcome to the home of Marguerite and Ralph Hart. Steve Wohleber, Dave Moxham, Carole and Barry Leppan, Barb and Jim Anderson, Sue and Roly Lusted, Marguerite and Ralph Hart, Dave Simonson and Mike Emmerich.

**Call to Order:** 1:40 PM

**Opening Remarks:** Thanks to Marguerite and Ralph Hart for hosting the meeting and BBQ. Great thanks to Marguerite and Ralph and all others that brought food to enjoy. There were many great events over the summer that were well attended by CAO A members. International AOAI meet in South Bend was great. Congratulations to Dave Moxham (Distinguished Member Award) and Mike Emmerich (1<sup>st</sup> Place Newsletter Award). Remember to send pictures and your stories to Mike Emmerich for future newsletters. Thanks to Sue Lusted for the great website.

**Minutes:** Minutes of June 30, 2012 as e-mailed by Mike Emmerich were presented. Motion to accept by Roly Lusted, seconded by Barry Leppan.

**Treasurer's Report:** Report covering July 2012 to September 2012 presented by Dave Moxham. A donation of \$100 was made to the Heart and Stroke foundation in memory of Ron Roth. Motion to accept report by Dave Moxham, seconded by Jim Anderson. We are still looking for ideas for our 10<sup>th</sup> anniversary. We are already providing a free calendar for all that renew before February.

**Membership Report:** Bill Harris reported "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". Wayne Hamilton has renewed and Raymond Wise is pending.

### Old Business:

**Web Site:** Sue Lusted is waiting for a deal from Go Daddy.com before renewing. Once she pays the invoice will submit the bill. Check the website – if your car is not pictured – send it to her ASAP!

**Anniversary:** 2013 will be our ten year anniversary. Any one renewing at this meeting or the next will get a free 2013 calendar! You will have until February to take advantage of this deal. Still looking for ideas

By Mike Emmerich



on how to celebrate. Steve Wohleber suggested a special get-together at an event (or create one). Maybe have a recognition plaque, etc. The challenge is how can it be national? If you have any ideas or suggestions, please advise Steve Wohleber or Dave Moxham.

**DMA:** Dave Moxham received a Distinguished Members Award from the AOAI as nominated by the CAO. Congratulations for all the support over the years!

**Newsletter:** Mike Emmerich received a 1<sup>st</sup> Place Newsletter award from the AOAI while in South Bend. Mike Emmerich thanked his fellow CAO members in their support in providing material.

### **New Business:**

**AOAI Int Meet:** Great show – over 150 Avanti and 600 Studebakers in attendance. Flea market comprised of two buildings and outside. Timeline was excellent – only year missing was 1991. South Bend is a very nice place to visit. Easy to get around, great restaurants. Tippecanoe is an excellent example – very reasonable for a five star restaurant. Polish dinner Tuesday night was very good – was sold out. Many members attended both the AOAI award dinner and SDC awards. Both very different but great speakers. Awards were won by Bill Harris, Ray Martin, and Roly Lusted (SDC) and Allan Fishman (AOAI).

**Judging:** Authenticity guide is still being worked on – should be available for 2013. Draft was presented by Greg Prince @ meet. It is very detailed and complicated. Post-Studebaker Avanti were all hand-built with “as available” parts plus there were no clear lines for individual years.

**Red Deer:** Update by Ted Dirksen – will be featured in next newsletter.

**Sponsorship:** A couple of ideas were bandied about. Avanti 0001 restoration at the LeMay Museum in Washington and a brick at Studebaker National Museum. Any other ideas?

**Hamilton Plant Demo:** The former Studebaker plant in Hamilton is scheduled to be torn down sometime in October. The Hamilton Chapter has proposed to the city of Hamilton that they erect a plaque in remembrance of the plant and its importance to Studebaker. It was discovered that if the plaque is wholly funded by the club, the timeline is accelerated and club logos could be included. While Avanti were never

By Mike Emmerich



manufactured there (except by urban myth), Studebaker is near and dear to our hearts. Sue Lusted made a motion that the CAO A contribute \$250 to the plaque fund in remembrance of the Studebaker Canada Ltd plant in Hamilton, ON. Our crest will be included on the plaque. Seconded by Ralph Hart, all in favor.

- Roland Vardon: Excellent article by Bill Sherk on Roland Vardon, Avanti history and his Avanti in the wheels section of the Hamilton Spectator. Same article was published in Old Autos in September. Bill Sherk asked readers for Avanti sightings – make sure you do not disappoint him!
- ZDDP Alert: Many Avanti and Studebaker owners are aware of the lack of ZDDP additive in current oil (lubricates lifter to camshaft). Currently the only solution was to use racing oil (not recommended for street use and expensive) or ZDDP additive (can use with any oil but adds \$10 to every oil change). Mike Emmerich discovered at Wal-Mart's in the US that STP has launched an oil treatment that contains ZDDP (in a new silver bottle to distinguish from the regular "blue" bottle). The best news is that for infrequent driving STP is a must plus now with ZDDP, should be mandatory. Trust a previous Studebaker company to come up with a solution to our problem!
- Reference List: Similar to Angies List on the web, we need a listing of repair shops and facilities that have proven to be reliable and know our cars. Mike Emmerich tried to compile in the past and will make a renewed effort to create a list – perhaps web based. Should be relevant for any car club – maybe require collaboration.

### **Events:**

- September 8, 2012: International Drive Your Studebaker. Get your Studebaker (or Avanti out there – with fellow enthusiasts, SDC Chapter events or by yourself! Send all pictures and story to Mike Emmerich.
- November 24, 2012: Hamilton Chapter SDC Christmas Party at Kings Court in Burlington. The CAO A is invited to attend as in previous years. Cost is \$21 (all inclusive). You must commit to Roly Lusted before November 19<sup>th</sup> if you are able to attend.
- International Meets: 2013 is in Colorado Springs Colorado, 2014 is Dover Delaware (both SDC meets). AOAI may offer a combined meet so stay tuned.

By Mike Emmerich



**Meetings for 2013:** Scheduled meetings will attempt to tie into an event. We encourage any member who would like to open their home to a meeting (or know of a good location to hold one). Please contact any of the executive to let us know.

Nov 25 – Jim and Barb Anderson (Dundas ON)

**Motion to Adjourn:** Made by Sue Lusted @ 3:00 pm.

**Pictures from the Meeting:**



Steve Wohleber, Ralph Hart and Dave Moxham relaxing after dessert.



I think Barry actually went back for seconds – or was it thirds?



Some members taking the opportunity to renew and reserve their 2013 AOA calendar!



Such a happy group!

# Letters to the Editor

**September 10:** Mike, Sharon and I drove to Port Dover again this year to stay over on the boat. We stopped at the Antique agricultural museum in Jarvis. Wayne Hamilton.



**September 11, 2012:** Hi Mike, Would you have info on Avanti front spoiler.....certain car model/year etc... Thanks, Glenn Stevens.

**Editor:** Peter (Sant) should be able to confirm (21031161 Saturn), but here is what I found: <http://www.studebaker-info.org/tech/Avcool/airdam.html>  
<http://www.studebaker-info.org/tech/Cooling/SOBradiator/sdc42115sobrad.html>  
See attached for mounting instructions. Thanks to <http://www.studebaker-info.org/>

**September 12:** Yes Mike that is exactly what I have on my Avanti. Peter Sant.

**September 12:** Hello Mike, Drive your Avanti day happens to coincide every year with the Barrie Automotive Flea Market. So that's where I went. Preferred parking for Classics at a cost of \$10 but returned to you if you enter your car into the Classics display. I think that was the last year that I am going to that Flea Market. It is huge; you cannot cover all the booths and displays in one day. I walked for miles and bought nothing except a 50/50 ticket. There are far too many, other than



automotive booths. Still it was a great drive, about 250 kilometers return. Got caught in heavy pouring rain on the drive there, my wife got soaked as the moon roof drain could not keep up to the volume of rain water. Yours truly, Harry & Jane Clark

**Editor:** I was there as well. The morning was OK, bought a Studebaker clock radio and some stainless exhaust tips for my truck. Then the rain came. So much for watching the NASCAR Canadian Tire Series race (ran on Sunday instead). Maybe next year...

**September 13:** Thanks Mike.....appreciate your help.....Glenn Stevens. I will have an update on my car soon.....

**Editor:** Send us some pictures!

**September 17:** Mike, you really do yeoman's work. Excellent as always. I have got to get my Studebaker story written and over to you before the next one. Regards Neil Grant.

**Editor:** Got it written yet? Next issue goes out first week of November.

# Letters to the Editor

**September 18:** Hello Mike, Is it just me? I can't get the http links in the PDF to work. I tried clicking, control click and I can't even copy the link. When I try to copy, it highlights many lines ????? Yours truly, Harry Clark.

**Editor:** New computer, Windows 7, Office 2010, one issue among many. Hopefully will get sorted out by next issue.

**September 21:** Hi Mike.....could you send me the picture used in your Newsletter (which was great by the way) of Ron Roth's Avanti. I am not able to save it from the newsletter... Thanks, Glenn Stevens

**Editor:** The pictures are owned by Richard Roth (Roth Photo) and he only allowed me to use for The Canadian Avanti, Avanti Magazine and Old Autos.

**October 2:** Hi folks Mike & Ted are going to Smokey Lake with the Studebakers on Sat the 6<sup>th</sup> October for the car show and pumpkin fest. It is a very interesting day even if you don't take a car. Danny Hooper is the MC of the events. Lots to see and do. Ted and Mike will meet at the Petro Can station, junction of 831& 28 at 8:30 till 9:00 Hope to see you there. Lyle Nelson.

**Editor:** How did the pumpkin fest go?

**October 2:** Hi Mike, Just to let you know that both the Avanti Club and the Hamilton Chapter always has an open invitation for any of our events. I send out an official invitation to the Maple leaf tour a couple of months ago via email to both Club/chapter Presidents Steve & Wayne and also Sue/Roly. The special deal on rooms is over but rooms maybe still available. The village Inn can be contacted at 1-800-827-5678. Verne & Mervis has a great weekend lined up. Please pass it on to anyone that is interested. The info the same as the last Studebaker and if you need more info just phone Verne at 705-454-3854 Cheers Will Norton (Ontario SDC).

**Steve Wohleber:** Will, Just to let you know Barb and I will not be able to make the tour this fall. Regrettable as the colours this year are beautiful. Just hit another family event south. We CAO have however publicized the event in our last two newsletters, so I hope there are others from the P'Boro/GTA area that will be attending. Also Mike Emmerich sent out a special notice earlier this week. We will certainly miss it and look forward to next year. All the best, Steve Wohleber.

**October 3:** Hi all, I posted this on the SDC forum. The demolition on the Studebaker plant has begun. Roly took these pictures today. Roly and Sue Lusted. <http://forum.studebakerdriversclub.com/showthread.php?65856-THE-END-OF-AN-ERA-HERE-IN-HAMILTON-THE-WRECKERS-HAVE-BEGUN-DEMOLITION-ON-THE-STUDEBAKER-FACTORY!!!!>

**Editor:** We all knew it was coming one day. Hopefully we will have an opportunity for one last visit before it becomes a parking lot.

**October 6:** Hi All. I'm not sure how we've managed it, but the Studebaker property owner has just agreed to support our request for a **Studebaker Homecoming** before the plant is gone for good. Please ensure that all members are advised ASAP. It would be helpful if members would RSVP me at [schapman5@cogeco.ca](mailto:schapman5@cogeco.ca) so we have an idea of how many to expect. Thanks to Roly Lusted for his help on this. The date is **Sunday**

By Mike Emmerich

# Letters to the Editor

**October 14th at 1:00 pm** and it will be held **rain or shine**. Club members and their cars should show up at the Mars Avenue Guardhouse entrance at that time. It's directly across the street from the house at 36 Mars Avenue if you're using your GPS. Please don't arrive earlier than 12:45 pm as we will not have the logistics in place before then. We will arrange stationary placement for each car, following which we will undertake an orderly individual movement of each car for photography of your car in front of the Completed Car Drive-Off where it would have exited the assembly line. Since this is a highly secure area, you will not be allowed to wander the property into the demolition zone. We realize that this date will conflict with the Ontario Chapter's Fall Tour weekend; however we didn't have the luxury of a choice. For that I apologize, but it's out of my control. Stu Chapman (Hamilton SDC)

**Editor:** Even though Avanti were never assembled in Hamilton or Canada for that matter, they are still invited to attend this milestone in Studebaker history. We may not have been built here, but we have the spirit!

**October 9:** I won't be able to be there of course but, if you send me along some photo's I'd like to get an item in our next newsletter. The one I just sent out included photos of the demolition in progress. Thanks Graham Gagne.

**Editor:** I plan to be there with my camera and coupe if dry, Avanti if wet...

**October 11:** Hi Mike, I did not get the original message but I assume that somebody is looking for an engine or an engine builder. I have a spare engine but it is not for sale as it is the original engine from my Avanti. Also it is a race engine and the cost would prohibit anybody buying it. I do know of a real good engine builder in Wooler Ontario (Just north of Trenton) He does all my engine work. A bit pricey but if you want it done right he's the man. He builds engine for race cars. He is good. If you are interested let me know and I can put you in touch with him. Peter Sant.

**Editor:** I am looking for a 289 for my convertible (original message) and this was the next step. Once I locate begins the task of rebuilding it.

**October 15:** Hi Mike, I spoke to Steve a week or so ago and he was going to talk to you about sending out a note to all current and past members about the free calendar offer this year. I have the first batch from Steve and there is another 25 on the way from Lew Schucart. I have mailed out 14 to the members paid for 2013 already and I put a note in each saying it was complementary and more copies were available for \$15 postage paid. I think the target date was pay by Feb 28 to get the freebee. Regards, Dave Moxham.

**Editor:** I am planning to send out an e-mail for Newsletter stuff this PM so I will include this note. Please save one for me! I will bring the money to you at our November meeting...

**October 15:** Here is the link for the article in the Spec today. Perhaps you can send this to everyone. Sue and Roly Lusted

<http://www.thespec.com/news/local/article/817735--last-call-for-the-studebaker-on-mars>

**October 16:** Hi Mike; On Aug 6th we started out from White Rock and touched the tip of Newfoundland mid-September. From there we headed down to New Orleans and then

# Letters to the Editor

over to Galveston. We took a 7 day cruise and landed back in Galveston on the 14th. From there we headed west and now sitting in a RV campsite in Fredericksburg, Texas. WE plan on being back home November 1st. Will then dust off the Avanti and drive it. Once home will put together an end of the year report. Best regards Dwayne Jacobson. PS I'll send you a report of some of our travels.

**Editor:** Sounds like a fantastic trip! Must be heading home soon (if not already) so look forward to reading (and seeing pictures) about it.

**October 16:** This past Sunday any Studebaker owners were briefly permitted to come to the Studebaker plant in Hamilton which is being demolished. About 33 cars showed up along with a couple of news stations and some ex-employees. Hard luck award goes to a fellow club member who drove over a low pier hidden in the grass - tore his front exhaust off, broke the exhaust manifold and tore open the oil pan. He was trailered home, a fitting remembrance of the last day of Studies on the plant property.

Bill Harris.

**Editor:** See full article this issue.



All 33 parked in the back lot where the new Studebakers would come off the line and be loaded onto waiting trucks.



A couple of unique vehicles showed up – while not Hamilton built, they are very special. 1937 Coupe Express owned by Sheldon Rier.



1933 President in all original (paint and interior included) condition, Owned by Lee Carter.



Not what you want to see. You feel a crunch, hear a bang then quickly shut her down. Oil pan ripped open and exhaust manifold cracked. Thank goodness for CAA.

## Letters to the Editor

**October 26:** Mike, I made one change to slide 13 and added slide 17 - a couple of pictures of the convertible - one now and one of what it is to become. I just had a memory of talking about the Studebaker Avanti a couple of months before I bought it. I hope I am not too late. Have a good weekend. Regards, Neil Grant.

**Editor:** Your timing was great. I was not sure how your submission as a ppt with inserted pictures would work, but it was easy to cut and paste into Word and format and with some small fixes should be a great article. What a history! Even though I have only met you once (@ Belleville) you feel like an old friend!

**October 28:** We are in Oregon for a few days. When we get home we will put together a report. Dwayne Jacobson.

**Editor:** By the length of time you were gone and the places you have been, will probably be more than one report!

**October 29:** We attended the Pumpkin Festival in Smoky Lake Alberta, Oct 6th. Now for Alberta this is generally our official Car Show Season year end, and risky at that. There have been some years I drove the two hour run from St Albert in weather that was 1 or 2 degrees above 0 and/or rain/wind/sleet. BUT this year the weather was fantastic. Over 300 cars showed up including, my 1964 R2 Avanti, Mike Prytula's 1963 2dr Lark, Fred Dicker in his 1964 - 4dr Daytona and a new car for our area; a two tone 1962 GT Hawk, from St Paul Alberta (picture included). It was a great day and lots of fun, the hearse club showed up with 15 cars all decked out in Halloween finery, and one private business brought eight early 70's Ford 1/2 tons all painted orange and three with Ford 1/2 ton boxes as trailers (only in Alberta). This event was well run, friendly towns people and lots of fun to wrap up the season here in Alberta. Ted Dirksen.



**Editor:** Sounds like it was a good show. Thanks for the update.

**October 30:** Mike, great it worked out. I realized after there was one car I missed. After high school, I bought a 1964 Commander 4 door for \$75 that needed an overhaul. I never did finish it when I got the 1952. Thanks very much for all of the hard work you do. I look forward to seeing everyone next season. Regards Neil Grant.

**Editor:** A project is never finished – including an article!

# My Studebaker Story

My name is Neil Grant and I live near Crylser, Ontario with my wife Bobbi and my two boys Lindsay (17) and Andrew (15). They all love me dearly, but somewhat tolerate to varying degrees my love of Studebaker cars and Cockshutt tractors. Since this is a Studebaker story, I will stop at this one mention of those good Cockshutt tractors, difficult as it is for me.

## In the beginning...

When I was born in 1955, my parents had a 1938 Chevy which I do not remember. My older brother says he remembers my father working at it with the oil pan off over a ditch taking shims out to get the knock level down I guess. This was an indication that maybe it was coming time to retire the Chevy when you look back at it.

A car salesman in 1956 drove a 1948 Studebaker Champion out to our farm show to my parents. My mother said she watched him turn around in front of the barn from the pantry window at the house and said to herself "I think that will be our car". She was right. I still have that same car at what has become my brother's farm, although it is in irreparable condition today. Time has not been kind to the 1948, being left outside since about 1964. The first picture was taken in about 1972 and the last two last week. That grille and hood and bumper (re-chromed) will live on for further traveling down the Ontario roads again in the near future.



## Early Life with the 1948 Champion.

We had that car from 1956 to 1964 and I have many fond memories of it and it is the first car I remember. Initially, I was told they had to grind the valves on it after they first bought it, but it preformed pretty flawlessly up the 82000 some odd miles on it now. It did have a Studebaker body on it and Ontario road salt was never kind to the sheetmetal and it seemed to really like to eat away at Studebakers. In 1964, it was pretty rusty, so one day coming home from Cornwall, my parents bought a 1954 Champion. So begins Studebaker number two of the story.

## Life with the 1954 Champion.

The 1954 Champion was blue and got to be known as the blue car versus the green car which was the 1948 Champion. It was an ok car, but much of the life was out of it when we bought it at the bargain price of \$75.00. The green car had cost \$300.00 after all! My father took it to a

# My Studebaker Story

local garage to get an exhaust system put on it, but when he went to drive it home, it started to run like something serious was wrong, so my father used the 1948 Champion and pushed it home. A little hard on the bumpers I would guess. They went and purchased a used engine from a 1955 Champion at the local wrecking yard and that got it up and running.

As kids, we thought we finally had a modern car without those suicide doors. The 1954 had overdrive which my parents were not familiar with. Our neighbour was looking at the handles and switches on the new to us 1954, and was wondering if the "OD" for overdrive meant "off defrost". I am a little wiser in the Studebaker knowledge department than when I was 10 years old. My father soon learned that pulling the handle out meant you could park it on a hill sloping forward and leave it in gear and it would not roll away. He ran it with the handle out all the time afterwards. He never went over 30 mph, so it did not affect mileage a lot. He used to say he got about 28 miles per imperial gallon with the both cars.

In about early 1966 or so the Champion started to make sort of a dragging sound in first and second gear. It was decided to remove the transmission from the 1948 and put it in the 1954. One of my cousins who would have been in his 20's then turned the 1948 on its roof and removed the transmission only to realize it would not fit as it did not have overdrive. It is unfortunate that was done as the 1948 ended up with a big dent in the roof and a cracked windshield.

This dragging noise hastened the end of the 1954's use as a family car. In 1966 my father bought a 1960 Ford Falcon which was about half the car the Studebakers were on a bad Studebaker day. That 144 cubic inch six was not too powerful. At six years old, my father said it was the newest car he had ever owned. The 1954 champion was used until the licence ran out for the more unflattering duties like taking young calves to the sale barn with the back seat removed, bring up the milk cans from the road and taking loads of grain out to be ground – doing a grist as it was called back then. There are still a few parts of it in existence on my brother's farm, but it is non-existent as a vehicle.

## **The transition years.**

My father started out late in life to have children. He was 55 years old when my mother had my brother and 57 when I came along. The down side of all that was at 71 he passed away in October 1968 when I was 13 and my brother 15. It is probably the worst thing that ever happened to me and him. In the grief that followed, I went to live with cousins a few miles away for my last year of public school and high school. On Sunday afternoons I would work on the 1948 Champion I had brought with me as well as the 1941 Cockshutt 70 tractor which I had brought with me also. During that time I bought another white 1948 Champion to use as parts for the original one that at that time had a seized engine and cracked block. It was a tough period of my life and being able to work on my father's old Studebaker and his Cockshutt tractor made me feel close to him.

As things worked out, I came back home after high school and I settled in on the farm with my brother and mother for a few years until allergies and asthma forced me to look at other options for my life. I decided to get an engineering degree which has served me very well over

# My Studebaker Story

the last 30 years. Life does march on. My mother who had predicted that the 1948 would be our car passed away in 1999.

## **Studebakers of the eighties.**

In 1982, when home for the weekend from McGill University, I was baling hay in a field a couple of miles from home when I saw a Studebaker behind the house of the land I was working on. They are pretty noticeable to the well trained eye it seems. It was a 1952 Champion. The young guy who owned it said he thought it would run. I told him I would come down after supper with a battery. He was more surprised than I was when it started I think. I bought it with my brother and we restored it together. It was on the road in 1983 and gave us quite a bit of running over the years.

I then heard of a 1963 Gran Turismo Hawk for sale in Hudson Quebec and bought it. I thought I had pretty much peaked in my vehicle ownership for my life time. Little did I know what was to come. It was on the road in 1984 and I got a lot of fun driving it for the next 15 years or so.

I was reading the local paper one night and a fellow had a 1960 Hawk for sale and I bought it too. It ran well, but with no brakes, you could floor it coming up the laneway at the farm and it needed all the way to the barn to get stopped. I would not do that now. One does get a little wiser with years.

In 1984, I got the job of my dreams, working as a young Agricultural Engineer with White Farm Equipment of Brantford Ontario with Combine Harvesters. One of my trips to report on a prototype combine was in Upper Sandusky Ohio. While there I heard about a 1948 Studebaker in Mansfield Ohio, a few miles away. I met the guy and bought the 1948 Land Cruiser. The little details about how I would get it back to Canada needed to be worked out. I bought a brand new Ford F150 in 1984 and drove down over a weekend with a towbar. It is quite disconcerting to watch the steering wheel spin one way then the other in the rear view mirror and the back end of the pick up being pushed one way and then the other on the road. The Ohio police expressed an interest in the fact that the car had no licence. I did not know what to do. So I called the local White Farm Equipment Dealer we had been working with. He came and picked it up and kept it in one of his barns for what turned out to be a couple of years until I got a local fellow to pick it up with a trailer and bring it home. It ran but with a cloud of blue smoke to accompany it.

In the mid-eighties, my brother and I used to take the 1952 to visit with a fellow Studebaker nut in Ste Louis De Gonzague, Quebec. He had a 1947 Champion Convertible in his barn in pretty rough shape, but I wanted to buy it to restore and become essentially my 1948 in a more restorable and maybe even more interesting as a convertible versus a 4 door model. He did not.

## **Studebakers of the eighties – where they all went.**

The second 1948 Champion went to the crusher when I left my cousins place. It is unfortunate as it had quite a few parts on it. The 1960 Hawk went next – I sold it to a fellow from Montreal who was going to fix it up. The 1948 Land Cruiser I realized was not as close to the 1948

# My Studebaker Story

Champion in my memories so I sold it to a fellow from Cornwall. This year I found the current owner in the local car club I joined. The 1963 Gran Turismo was sitting outside and I had a pretty full plate in 1999 with two young boys to look after, so I sold it. The 1952 Champion lasted the longest. It sat inside one of my brother's sheds from about 1995 until 2005 or so when I got it going again. I put new rings, pistons and valves in it as well as a few other repairs. I drove it for a year or so, but after some health issues, I sold it in 2007. Here I am now down to the original 1948 in pretty much un-repairable condition.



The 1952 Champion and the 1948 Land Cruiser.



The 1960 Hawk.



Bobbi, my new wife and my 1963 Gran Turismo Hawk – I really thought that it does not get much better than this!

## The new beginning.

In July of 2010, I went on a business trip to the UK and was shown around by a UK employee and a Canadian employee of the company I work for. Both are car nuts. One afternoon, we were having lunch at one of those charming UK pubs and were talking cars. We were talking about what our favorite car was. I said “mine is the Studebaker Avanti and always has been, but you guys probably never heard of it”. I was right. The real irony to it all is after the better part of a lifetime wanting one and realizing it might always be beyond me within two months I owned one. Wow!!

# My Studebaker Story

I tend to spend maybe too much of my spare time looking at tractors and cars on eBay, Kijiji and such. One day in the fall of 2010, I typed in Avanti in an Ontario wide search on Kijiji. One came up on Kijiji Toronto that needed some work, so I opened up the ad. It was an R2 and the number was in my area code. I thought about it for a couple of days and then I looked at it again. I told my wife that I had written the Avanti Motor Corporation in 1974 and still had the letter from them as well as all the sales info and instructions about how to order a 1974 Avanti. To own an Avanti was always on my list, but I thought it might always be a little longer reach than my grasp would ever get to be. She said you should go for it. I called and went to see it on a Friday night. One's negotiating power is lessened when you are fondling the supercharger though.

**NOTE-O-GRAM**  
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**AVANTI MOTOR CORPORATION**  
765 SOUTH LAFAYETTE STREET • SOUTH BEND, INDIANA 46623 • PHONE 287-1836

**M E S S A G E**

TO  Mr. Neil Grant  
RR #1  
Lancaster, Ontario, K9c1no  
CANADA

SUBJECT Your letter of 1-29-74

DATE February 5, 1974

Dear Mr. Grant:

I am in receipt of your January 28th letter, inquiring about the Avanti II.

I am enclosing, herewith, our latest brochure, price list, and 1974 How to Buy form. Although we are a limited production automobile, we do produce about 150 to 175 a year. We do, however, plan to increase our production to 300 a year.

As for gasoline mileage, our customers report getting from 14 to 17 mpg.

If you have any further questions, feel free to contact me at your convenience.

ADA:dw  
SBC

BY *A. D. Altman*  
A. D. Altman, Vice-President

**R E P L Y**

DATE \_\_\_\_\_

SIGNED \_\_\_\_\_

Form 3481 (58) The Drawing Board, Inc., Box 303, Dallas, Texas

INSTRUCTIONS TO SENDER: 1. KEEP YELLOW COPY. 2. SEND WHITE AND PINK COPIES WITH CARBON INTACT.

INSTRUCTIONS TO RECEIVER: 1. WRITE REPLY. 2. DETACH STUB, KEEP PINK COPY, RETURN WHITE COPY TO SENDER.

Original letter from Avanti Motor Corp in 1974. I had previously sent a letter to Studebaker Parts asking about the Avanti and a repair manual for the 1948 Champion in fall of 1973.

They may not have been aware that they were dealing with a kid in high school that might not be in the market for a new Avanti!

It has been on the road now for about a year. I have a lot more in it than I thought I would, but I don't care. It is such a privilege to drive it, work on it and just be around such a work of art and piece of history. It is the first Studebaker Avanti I have sat or driven in. I had seen the first one driving up the street in London Ontario in the 70's, one at the Montreal World of Wheels Autoshow in 1982, a brand new 1983 model in 1983 in Montreal and more at the 1986

By Neil Grant

# My Studebaker Story

Studebaker meet in Indianapolis. Sometimes, I still can't quite believe it – "my Avanti" seems like two words together which are too good to be true.

My Avanti has a pretty interesting past. It is rumoured to have been the car at the Ottawa Auto show in 1963, but I can't say for sure. It was owned by a lawyer who worked for External Affairs in Ottawa. He was involved with some pretty high profile cases back from around the time of the forming of Israel to the negotiations with the US over aspects of the St Lawrence Seaway. I have spoken with his widow who said she was not with him when he had the car. He kept a pretty complete set of records of the car and I have them in a binder. He sold it in 1972. It had only about 500 miles more on it when I bought it in 2010 as it had in mid-1972.

The next owner did not drive or use the car until he sold it to the person I bought it from in 1998. It is pretty much all original. I don't think the engine has ever been taken apart. I have had great fun with it this year.

During the work on the Avanti, I saw on Kijiji a solid frame and drive train for a 1947 Champion. The body had been lifted off to put on a Corvette undercarriage. I thought if I ever get to restore the car that started it all I could use a solid frame so I bought it.

After doing over the Avanti and seeing the cost in that, I decided I had better put the 1948 out of mind hard as that realization was.

In June I spoke to someone in the Ontario club about a 1948 Champion 4 door which sounded quite good and if things had not changed as they have, I most likely would have bought it next year.



The Avanti as found.



The Avanti as it is today – Oct 21, 2012.

## Closing the loop on the Studebaker Story.

The Avanti got me introduced to cruise night in the area. One was in Alexandria where I saw on line one of the members owned a 49 Starlight Coupe Champion – now that pretty close to a 48 you know! He never showed up with his car for about the first 5 times I went. When he did, I told him about how similar it was to the 48 I grew up with. I mentioned if he ever wanted to sell it to let me know. He said something about being buried in it someday, so I guess I need to

# My Studebaker Story

take it off the list as being available. He did tell me he had a 1948 Land Cruiser and by the broken A arm that the White Dealer in Ohio had given it loading it; I knew it was the same car. In conversation with a few of the members of the Alexandria club, they mentioned that the fellow in Ste Louis de Gonzague had passed away. I was wondering what had happened to that 47 Convertible. In the middle of this summer, I saw it listed on Kijiji by someone who bought it from the estate. So now it is in my barn, seized engine, rotten floors, no top, etc., etc. I have those special rose coloured glasses which overlook all of this and show one like the nice Champion Convertible I saw at the South Bend Meet this August.



The 1947 Convertible – I am sure with a nice coat of paint it will look...



just like the green one I saw at South Bend in August!!

So now I am actively looking for parts for the 1947. As many parts as I can, I will take from the original 1948. The stainless grille on the 1948 is pretty much intact, so it will look like a 48 car from the outside. I like the looks of the 1948 best anyways.

I have bought NOS rear fenders, California front fenders, new floor panels, rocker panels, body supports, front seat, radiator, and rear bumper to date. The plan is make the toque boxes and set the body on the 1947 frame and drive train. It will make a beautiful little car which I should not have too much more invested than it is worth. The original 1948 4 door would not be in that category as it has been outside since 1964. This convertible, I know has been inside since the mid-eighties at least.

It will be my last car to restore (well for right now!) It will become as close as I can get to the one my mother said "I think that will be our car" so many years ago. It is the 4<sup>th</sup> car I have bought in hopes of reviving the 1948 or one like it. By using the grill and front bumper, the parts going down the road first will be the same as it was 56 years ago.

Another chapter will occur involving my brother who I am trying to get convinced to buy a 1950 Champion Starlight Coupe. If anyone knows of a nice one...

# Rock N Red Deer

Super Run Red Deer Alberta, or Rock N Red Deer, was held the week of July 30th to August 5th, the 1st of 3 great weeks for car shows here in Alberta. The following week was Rock N Aug in St Albert, which carries a 1st, 2nd and 3rd prize for the Studebaker Class and then Grove Cruise in Spruce Grove, also a great event. Not to say these are the only shows all summer but my personal favourites.

The Alberta Super Run is Held in Red Deer every 3rd year with rotating locations in Saskatoon Saskatchewan and next year Brandon, Manitoba (Aug 2, 3 & 4 2013). The main event was held at the Westerner Centre in Red Deer with approx. 700 cars in attendance including my black 1964 Avanti R2 (Miss Sept 2012), Bob McPhee's gold 1963 Avanti R2, Mike Prytula's 1963 Lark and Bob & Thelma Watts 1957 Golden Hawk. There were two other Studebakers on site but, no matter how hard I tried I could not find the owners; a hot rodded 1952 Champion and a 1953 Commander. The event started the previous Tuesday and went all week. The events ended in a dinner and dance and great weather. Friday night was a main street type cruise with hundreds of cars parked and cruising Ross Street downtown Red Deer. Lots of fun, lots of people and lots of great cars. The whole week was well organized with venders, events, and great people. I have never been to an event in either Brandon or Saskatoon, but plan on it for next year.

Dennis Gage was there filming for his show "My Classic Car" and he picked Mike Prytula's beautiful little 2 door sedan 1963 Lark to showcase. Hope to see him and the Lark on TV next year. In my opinion a worthwhile event to partake in.



# Pure Stock Muscle Car Drag Races 2012



As usual, I attended and participated in the annual drag races held at Stanton Michigan each year. The attendance was down slightly from around 189 cars to around 145 cars racing. The U.S. economy is a contributing factor plus the high cost of fuel.

Anyway to get down to the event itself. The Studebaker group was well attended by Ted Harbit and his Stude Tomato, a red 1963 two door with a Paxton Supercharger. Ted's car was subjected to an "intense" scrutiny as there had been complaints that he was

running some high output Paxton capable of producing 18 lbs of boost thereby beating all the Ford, Chev and Dodge entries (a few sore losers). The scrutiny proved that Ted's R2 was exactly up to factory standards (they even had an NHRA scrutineer!!)

Absent from this year's racing scene was my good friend Richard Poe. He has retired his R1 Lark and is pursuing a new racing line with a 1964 Studebaker Challenger with a 365 cubic inch Studebaker engine. I should let him explain how this was done. I have seen it and it works but cannot run at the PSMCDR due to the rules.

Steve Doerschlag and George Krem along with my pal Chuck Kern made up the rest of the Studebaker contingent.

Studebakers did not fare as well as previous years. Things like a red light at the shootouts, wrong supercharger belt took their toll on the win column. Yours truly did not win but the other guy lost! My opponent was a beautiful 1965 GTO convertible with a 389 and a 4 speed transmission. Out shootout pairings were 14.107 for me and 14.171 for the GTO. The PSMCDR rule is that if you go three tenths faster than your qualifying time you are automatically disqualified. My opponent did this three times. He lost by default! I can easily understand this as it happened to me three years ago. Qualifying times are set on Friday and Saturday weather can be significantly better causing cars to gain some extra horsepower.



I will be repeating the event again next year and maybe will do a bit better since I only had 500 miles on a fresh engine. I changed the break in oil; on the way to the track so the engine was still a bit tight.

Pictures by Larry Mitchell

# Studebaker Homecoming



In 1948, Studebaker began production of cars in Canada. While Studebaker once had a presence in Walkerville Ontario, this time they chose Hamilton Ontario. A plant the Canadian government built in 1941 to build Bofors anti-aircraft guns was empty after the war ended. Studebaker purchased this 7 ½ acres and in August began building cars. Along with South Bend Indiana, the production of automobiles spanned the years 1948 through 1964. Once the decision was made to cease automobile manufacturing in South Bend in December 1963, Hamilton became the sole provider of the Studebaker marque for the world. This too would

come to end, as the last Studebaker rolled off the line on the morning of March 17, 1966. The Studebaker property was sold to Otis Elevator in 1967 and several years later it became the warehouse for Allan Candy Ltd., followed by many years usage as a storage facility for a wide variety of products, including a short term use as the headquarters for Hamilton Film Studios. Following considerable efforts



*First off the line*



*Last 1966 Cruiser – located in Studebaker National Museum*

to sell the property, a decision was made to redevelop the site as an industrial park. In this year, the 160<sup>th</sup> anniversary of the founding of Studebaker in South Bend and 46 years after the last Studebaker was built in Hamilton, the Studebaker Hamilton head office and production facility will soon be no more.



*Stu and Thelma Chapman*

Some may ask why Studebaker discontinued manufacturing cars in Canada. The break-even point for the corporation was 20,000 units and they produced 28,191 vehicles in 1965. The problem was that in 1966 the dwindling dealerships and lack of confidence or fear of owning an orphan resulted in shipments of only 8,935 vehicles – well below the target of profitability. Stu Chapman, Studebaker’s last Director of Advertising and Public Relations and author of “My Father The Car – Memoirs of my life with Studebaker” stated “My research for my

By Mike Emmerich

# Studebaker Homecoming

book uncovered strong evidence that the Studebaker Board had decided in the autumn of 1963 that automobile production was no longer going to be profitable overall while all the other corporate divisions were profitable. U.S. legislation prohibited a company from cutting off supply to its contracted dealers except if bankruptcy was involved. Since the corporation had to protect the other divisions, they didn't want to exercise the receivership option so they transferred manufacturing to Canada on a reduced basis in the hope that most dealers would pack it in, thereby allowing the corporation to escape liability. Clearly, that tactic worked."

So, permits were approved in September and demolition of the huge property began in October. It will be gone, following the fate of the manufacturing facilities in South Bend, but like South Bend, will never be forgotten.

In 1962, the Studebaker Drivers Club was formed in the United States and expanded to Canada in 1972 and is now 12,000 members strong in 44 countries. The fate of the facility has been followed by all members on the Studebaker Drivers Club (SDC) Forum

(<http://www.studebakerdriversclub.com/sdcforum.asp>) and with the efforts of Stu Chapman and Roly Lusted, on Sunday October 14<sup>th</sup> the Hamilton Chapter of the SDC held a final Studebaker Homecoming at the plant entrance on Mars Avenue at 1:00 pm. Thirty-three Studebakers (most Hamilton-built) and their owners said good-bye to the facility.



I picked up George Wingfield, an ex-Studebaker employee laid off in March 1966 and owner of a Hamilton-built 1963 GT (under restoration) in my Avanti. My Hamilton-built 1963 Lark convertible is currently undergoing restoration and my 1940 Champion coupe was assembled in California before the Hamilton plant was in operation. Since my coupe had made the trek to the Hamilton plant already, I wanted some pictures of my Avanti here before the walls fell. Contrary to a myth, Avanti were never made in Hamilton – only South Bend. People were already arriving before the meeting

time so I immediately assisted owners in getting their cars parked. There were members from the Hamilton and Ontario Chapters, Canadian Avanti Owners Association and owners who learned about the event but had no club affiliation. The grounds were treacherous as there were cement footings with steel studs sticking out that once supported light poles and/or cranes, as one unfortunate 1963 GT owner found out. It was a time of fellowship and reminiscing, as there were several ex-employees in attendance. People spent time trying to make out the faded "Studebaker of Canada" on the side of the building and taking pictures of "STUDEBAKER" on the side facing Burlington Street East. The event everyone was waiting for was being allowed to park your car in front of the door where the new Studebakers would exit the plant. One by one the cars came and had their picture taken— all 33 of them. As a Studebaker owner, you knew that this time would come to an end. Walking around I tried to imagine what it was like in the day, surrounded by new Studebakers.



Being human, I had to touch the building before I left to make it "real" and noticed a loose brick. A little

# Studebaker Homecoming

tug and it was in my hand. A memento for me to cherish. As I walked back to my car, others noticed what I had and in no time any brick that was loose ended up in the trunk of a Studebaker, to be proudly displayed at some owner's garage.

We would like to thank Lisa Hepfner of CHCH News who conducted several interviews and her segment was broadcast on Sunday @ 6 pm and 11 pm followed on Monday @ 7 am and every hour thereafter. Thanks to Jon Wells of the Hamilton Spectator who made it front page news on Monday (<http://www.thespec.com/news/local/article/817735--last-call-for-the-studebaker-on-mars>). We also want to thank the 33 Studebaker owners who made it out on a day that the weather forecast was not very good but for some reason the sun shone on this event. My heartfelt thanks go out to Stu Chapman who was relentless in trying to organize this event over many obstacles and to Roly Lusted who raised the alarm when the demolition started.

What does the future hold? A commemorative plaque is being funded by the SDC Chapters and CAO A and there is great hope that the development and possibly streets named after Studebaker, in honor of the presence it once held. Never forgotten...

## Pictures taken October 14, 2012:



*Peter and Jain Downey's 1950 Champion*



*Paul and Lana Revell's 1955 Commander*



*Kevin and Della Mullett's 1963 GT – This is the GT that had the misfortune to make contact with the remnants of a light pole or crane base with undesirable results*



*Cliff and Brenda Tattersall's and Bob and Janice Barrick's 1966 Cruiser and Daytona respectively in front of the factory door where these cars would have exited to be loaded onto the waiting truck in 1966*

# Studebaker Homecoming

Pictures taken October 14, 2012:



*Roly and Sue Lusted's 1964 R1*



*Mike Emmerich's 1983 Avanti*



*Raymond Wise's 1963 R2*



*Three wise men? Just one – Raymond Wise, Mike Emmerich and Roly Lusted (in front of exit door)*



*Stu and Thelma Chapman leaving the factory grounds in their 1964 Daytona for the final time*



*I now have a similar picture that I took of my 1940 Champion Coupe parked in front of the door marked 369 – the official address of Studebaker Canada – 369 Ferrie Street East.*

# Studebaker Homecoming

Upon reflection...



## Just being philosophical...

The last three cars to leave were the three Avanti – all manufactured in South Bend. This was the last Studebaker designed vehicle to stop being manufactured. The New Avanti Corporation is under receivership and will there be a buyer to resurrect the name for one final gasp? Or has it finally passed on? Time will tell...

# MAPLE LEAF TOUR

## AN ENJOYABLE AUTUMN EVENT



Eleven Studebakers make a great display as the Maple Leaf Tour stops for lunch at the Bill and Linda Hooper farm on Saturday, Oct. 13.

On Friday and Saturday, Oct. 12-13, an enthusiastic group of Studebakers met at The Village Inn in Lakefield for the 2012 Maple Leaf Tour of Peterborough and the Kawartha Lakes. The Inn lived up to its good reputation and all were happy with the accommodations and dinner off the menu at the Thirsty Loon right in the hotel.



Most of the members of our group got in this photo taken outside The Gallery on the Lake, Buckhorn.

We had 12 cars registered by Saturday morning, including a couple of Brand Xs. Much to my dismay, I was driving one of those Brand Xs. A heavy duty heater leak in the Avanti required bypass surgery, meaning no heat and, worse, no defrosters on a cool, damp morning. I swallowed my pride and got the keys to the Subaru wagon. We got over the shock and the Soob ran almost as well as a Stude anyway.

Our entourage headed north through Buckhorn to the Gallery on the Lake, a surprisingly large, (15,000 sq. ft.) high-end art outlet showing a wide selection of works, many by well-known contemporary artists.

Then it was on to Burleigh Falls and a circumnavigation of Stony Lake to our lunch stop. Embarrassingly, I missed a turn where a sign had gone AWOL since our final drive-through, but we lost only a few minutes.

Bill and Linda Hooper had lunch ready for us in the 'Quarter Room' on the hay mow level of their barn — all the rolls, cold cuts, salads, fruit and veggies we could eat, and more. The Hooper's run quarter horses on an impressive spread just east of Indian River, with lots of parking in the paddock for our cars. We had personal introductions to the 'employees' in the stalls below the Quarter Room, wandered along a couple of the shorter trails, and shot the bull (at a horse facility?) for a while.

We ended the afternoon with a short drive to the Peterborough Museum and Archives. This is an excellent facility on its own but the draw this autumn is a Royal Ontario Museum Travelling Exhibit entitled Fakes and Forgeries, Yesterday and Today. A good display of genuine scammed items beside the real thing, from ancient Egyptian artifacts, to Canadian currency, to pirated DVDs and computer software were on display.

Dinner awaited us at the Black Horse Pub in Peterborough where the staff offered slick, snappy service, while serving up good pub grub. A band provided pretty decent, if a bit loud, entertainment for the patrons. Harley and Sheila Timbers won the weekend People's Choice Award with their 1949 2R5 pickup, and we went through a table full of door prizes.



Harley and Sheila Timbers win People's

Sunday was AGM day, but I'll let Will Norton spin that yarn. The Village Inn provided a room all set up for us. See what you missed? Join us in 2013 and help get our car count back up to 20 or so. Drive your Studebaker!

By Verne Brinsmead



## Election Nominations for 2013

The Canadian Avanti Owners Association annual elections will be held on November 25, 2012 at the home of Jim and Barb Anderson in Dundas ON.

All positions are open; the current officers have been nominated and all indicated that they will stand.

Nominated Positions are:

<b>Position</b>	<b>Name</b>	<b>Stand</b>
<b>President:</b>	Steve Wohleber	Yes
<b>Vice President:</b>		
Prairies: <i>(Alberta, Saskatchewan, Manitoba)</i>	Ted Dirksen	Yes
British Columbia	Dwayne Jacobson	Yes
Ontario:	Hugh Campbell	Yes
East: <i>(Quebec, Nova Scotia, New Brunswick, PEI, NFLD)</i>	Graham Gagne	Yes
<b>Treasurer:</b>	Dave Moxham	Yes
<b>Secretary:</b>	Mike Emmerich	Yes
<b>Membership*:</b>	Bill Harris	Yes
<b>Newsletter*:</b>	Mike Emmerich	Yes
<b>Webmaster*:</b>	Sue Lusted	Yes

\* These positions are appointments as opposed to elected and are considered part of the Executive.

# 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](mailto: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.

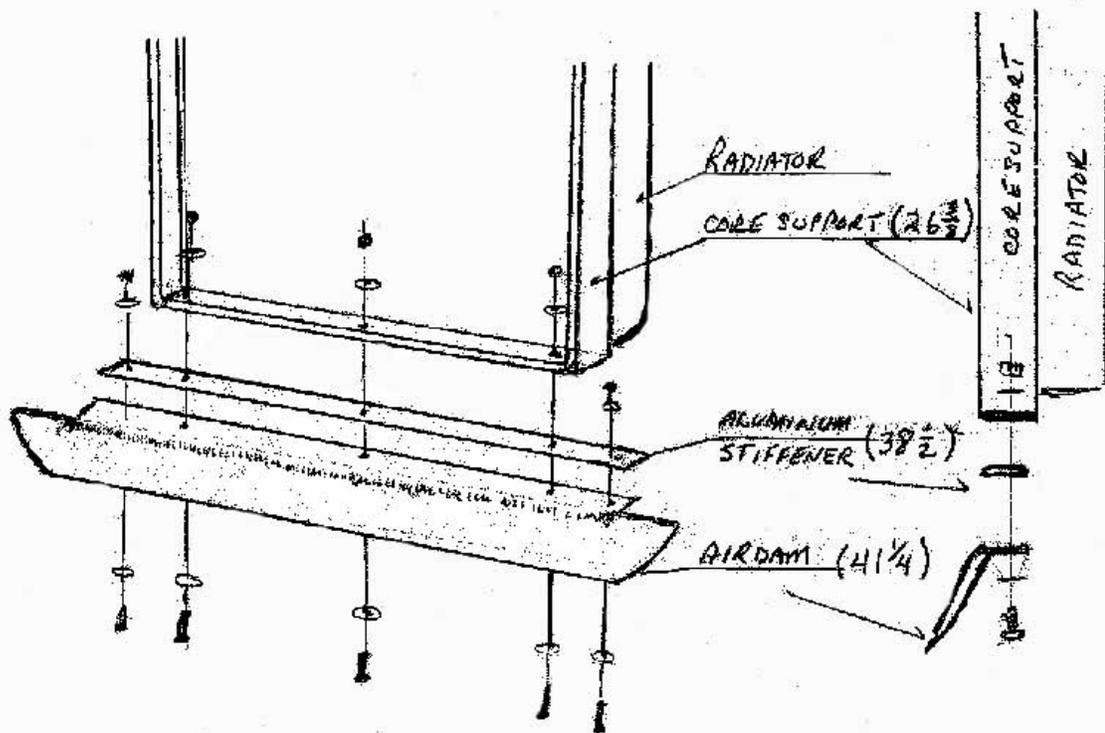
## **SDC Events**

June 30- July 6, 2013: 49th INTERNATIONAL MEET, in Colorado Springs, CO. Hosted by the Pikes Peak Chapter, HQ: Crowne Plaza at [www.cpcoloradosprings.com](http://www.cpcoloradosprings.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](http://www.DelMarVaSDC.org)

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



- 1) FIT STIFFENER\* TO AIR DAM  
USING OUTER BOLTS
- 2) BOLT AIR DAM TO CORE SUPPORT

\* 1/8 x 1 FLAT STOCK

- (5) 1/4 x 20 x 1.5" BOLTS
- (5) 1/4 x 70 NUTS
- (5) 1/4 LOCK WASHERS
- (10) 1/4 WASHERS

# CANADIAN AVANTI OWNERS ASSOCIATION

## MEMBERSHIP RENEWAL FOR 2013



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

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

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

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

Any questions? Please Contact:

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

### CHAPTER MEMBERSHIP APPLICATION & ANNUAL RENEWAL FORM for 2013

**PLEASE FILL OUT THE FORM BELOW AND INCLUDE WITH MEMBERSHIP PAYMENT**

Name(s) Yours: \_\_\_\_\_ Spouse: \_\_\_\_\_  
Last Name First Name

Local Address: \_\_\_\_\_  
Street City Province postal code

Alt. Address: \_\_\_\_\_  
Street City Province postal code

Local Phone: \_\_\_\_\_ Alt. Phone: \_\_\_\_\_

A.O.A.I Membership No. \_\_\_\_\_ E-Mail: \_\_\_\_\_  
*(Avanti Owners Association Int.)*

Fill below your car information if new/changed:

Year	Serial #	Engine Cubic In.	Car Model	Exterior / Interior Color	Cond. Code*

\*Condition Code: 1 Excellent; 2 Fine; 3 Very Good; 4 Driver; 5 Restorable



## Membership Application & Renewal Form

**New Membership**
                         
  **Renewal**

The A.O.A.I. welcomes anyone with an interest in Avanti vehicles and history. Memberships are for one year only and includes four (4) quarterly issues of *Avanti Magazine*. Send a completed copy of this form along with payment in the form of check or money order made out to "A.O.A.I." in U.S. Dollars to the address below.

<b>AOAI Membership</b> <b>C/O Cornerstone Registrations, Ltd.</b> <b>P.O. Box 1743</b> <b>Maple Grove, MN 55311-6743</b> <b>U.S.A.</b>	<b>Phone (763) 420-7829</b> <b>Fax (763) 420- 7849</b>
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**Membership in U.S.:**

- |   |           |
|---|-----------|
| <input type="checkbox"/> First-time membership special ( <i>includes one-year subscription to Avanti Magazine</i> ) | \$ 19.95  |
| <input type="checkbox"/> Renewing members ( <i>includes \$20 for a one-year subscription to Avanti Magazine</i> )   | \$ 25.00  |
| <input type="checkbox"/> Special: Pay for five years, get a 20% discount. It's like getting the 5th year free!      | \$ 100.00 |
| <input type="checkbox"/> LIFE MEMBERSHIP  | \$ 500.00 |

**Canada and Foreign Membership:**

- |   |          |
|---|----------|
| <input type="checkbox"/> First-time foreign Membership special ( <i>includes one-year subscription to Avanti Magazine</i> ) | \$ 25.95 |
| <input type="checkbox"/> Renewing foreign members ( <i>includes \$20 for a one-year subscription to Avanti Magazine</i> )   | \$ 31.00 |

**Additional:**

- |   |          |
|---|----------|
| <input type="checkbox"/> Studebaker National Museum Building Fund Donation (\$5, \$10, \$25, \$100 or higher) | \$ _____ |
|---|----------|

**Total Amount:** \$ \_\_\_\_\_

Name: \_\_\_\_\_ Spouse: \_\_\_\_\_

Date of Birth: \_\_\_\_\_ Spouse Date of Birth: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Prvnc: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Phone: ( \_\_\_\_\_ ) \_\_\_\_\_ E-Mail: \_\_\_\_\_

Where did you learn about the A.O.A.I. ?: \_\_\_\_\_

AOAI Member # (if renewal): \_\_\_\_\_

**Avantis Owned:**

	Year	Model (Example: "Avanti II")	Serial Number
1			
2			
3			