



# *The Canadian Avanti*

Official Newsletter for the Canadian Avanti Owners Association

May-June 2013

## **Garage Scenery**



*(Bill Harris)*

This is a Tech Session – Avanti Style!

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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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SDC:	<a href="http://www.studebakerdriversclub.com/">http://www.studebakerdriversclub.com/</a>

## President's Message...



Hey, it's summer, what can I say, out on the road with my sweetheart. Lots to report in the next newsletter so stay tuned and get out there and enjoy while you can! All the best,  
Steve and Barb

## Editor's Message...



Well, I am not going to apologize in getting the newsletter out late again this month. Let me see, next newsletter is July/August, so it needs to go out early September. Any bets I can make this deadline?

So now July is over, what have you been doing this summer? There have been plenty of shows and cruises to attend. I have actually put a lot of Albertan crude through my Quadrajet this summer. Dave Moxham finally installed his flanged axles and will later on update us on his Unilite installation. Others like Glenn Stevens had

some work to complete on his crate engine install. The CAO A was presented with some awards at the International Meet in Colorado. Sue Lusted received a "Distinguished Member Award" from the AOAI based on a CAO A nomination. Congratulations Sue. Every time you click on the [www.CanadianAvanti.ca](http://www.CanadianAvanti.ca) website you have her to thank. Make sure your info is up-to-date if you check it out. Mike Emmerich (that be me) also received another first place award for our Canadian Avanti newsletter (I guess no points lost for tardiness). Thanks to the nominating committee and AOAI for this award. Very much appreciated. I also owe thanks to all that send me material. Keep it coming!

Cheers!

By Steve Wohleber/Mike Emmerich



## CAOA Meeting Minutes

June 23, 2013

**Members Present:** Welcome to the home of Bill Harris. Members present include Roly and Sue Lusted, Dave Simonson, Steve and Barb Wohleber, Bill Harris, Dave Moxham, Hugh Campbell, Barry and Carol Leppan, Ralph Hart, Jim and Barb Anderson, Mike Emmerich and Paulette Martel.

**Call to Order:** 1:45 pm

**Opening Remarks:** Steve Wohleber thanked Bill Harris for opening up his home and all those that brought items for lunch. There were four Avanti present – Dave Moxham's, Dave Simonson's, Mike Emmerich's and of course Bill Harris'.

**Minutes:** Minutes of April 28, 2013 presented by Mike Emmerich. Motion to accept as read by Ralph Hart, seconded by Jim Anderson, carried.

**Treasurer's Report:** Report covering April 2013 to June 2013 presented by Dave Moxham. Motion to accept by Dave Moxham, seconded by Hugh Campbell, carried. There were 45 calendars issued to-date.

**Membership Report:** Bill Harris reported that we currently have 44 members (still waiting for money from one member in the mail). Remember – if you sell your Avanti, your membership extends to the new owner for the duration of the year. Please get their information and send to Bill Harris.

**Web Site:** Please check out the website to see if your Avanti is pictured, along with a link to your other cars. Sue Lusted also plans to save all 2011 Newsletters on the website. 2012 Newsletters will be added in 2014).

### **Old Business:**

**Fleetwood Cruizein:** Mike Emmerich reported that it was a very good show on the Saturday (cool and overcast) but was probably a much better day on the Sunday (sunny and warm). Not much added to the website (<http://www.fleetwoodcountrycruizein.com/>) about attendance all three days but will most likely be updated in the near future. There were four Avanti in attendance (Hugh Campbell, Bill Harris, Wayne Hamilton and Mike Emmerich) parked together and one “lone wolf”, Steve Isard. There will be a report in the newsletter.

By Mike Emmerich



Newsletter: Currently being mailed to five members. There was a concern that e-mails were being included as Letters to the Editor. Nothing was being included that was embarrassing to the member and only if news to all members. This section will be removed from next newsletter. If your e-mail address changes, please ensure you advise Mike Emmerich ASAP (or if you have another preferred address).

### **New Business:**

AOAI Certification: No news yet on Associate Member designation. Chapter certification documents (two meeting minutes, one financial and one roster) to be sent to Steve James after this meeting. Bill Harris hopes to finalize the roster with all AOAI numbers before being sent.

Calendars: Dave Moxham still has six calendars left over along with some 2012. He will save for future use.

Sponsorship: We might be able to support the Studebaker National Museum Adopt-A-Car program in 2014. We will inquire if there are any suitable candidates (Avanti) for next year. Mike Emmerich suggested adding a plaque in the Studebaker National Museum Club Room to acknowledge past presidents, DMA award winners and in memory of members who have died. Initial plaque will cost \$X, small cost to add nameplates in following years. Sponsorship of Avanti class awards at International meets. We were not asked by the committee for Colorado meet. Possibility we could approach the committee for the Dover meet (many members plan to attend) in 2014.

DMA: Nomination for Sue Lusted sent to Max Starkey. DMA will be announced at the AOAI meeting in Colorado.

### **Events:**

July 19-20, 2013: Ontario Chapter Summerfest. Flyer was included in previous newsletters; Bob and Joann Easton are the Ontario Chapter contacts.

September 7-8, 2013: Dave Moxham, Steve Wohleber and Bill Harris to arrange a fall tour – details to be provided later. Book this time off and as soon as information is available, will advise on schedule and lodging.

By Mike Emmerich



October 4-6, 2013: Ontario Chapter Maple Leaf Tour – Minden ON. Verne and Mervis Brinsmead are your contacts. As details become available, I will let you know.

International Meets: June 30-July 6, 2013 is in Colorado Springs Colorado (<http://www.sdcmeet.com/>).  
June 28-July 5, 2014 is Dover Delaware (<http://www.delmarvasdc.org/>).  
Both are AOAI/SDC meets.

**Meetings for 2013:** September 7-8: Home of Steve Wohleber, North Tour, TBA.  
December 1: Home of Ralph Hart, Hamilton Chapter Christmas Party (November 30).  
Alternate – in case of scheduling difficulties, Wayne Hamilton and Sharon Pearce have offered their home.

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.

**Motion to Adjourn:** Barry Leppan @ 2:45 pm, carried.

## Greetings from the Brinsmeads!

Greetings to all our Studebuddies back home! Verne and Mervis are almost caught up on all the things that should have been done during the winter, one being getting the Maple Leaf Tour set up. We have chosen to return to Minden on October 4, 5 and 6 this year partly because, as the resident "local yokels", we can find dozens of interesting things to do.

Haven't set a location for the Friday dinner yet, but my thoughts are - The Riverside Inn, Norland, a few minutes south of Minden. James and Margaret took over this property about three years ago and the food is nothing short of awesome at prices so good you won't believe it. We've checked it out (several times) just to be sure. Saturday dinner will be at the (New) Noble Motel and Restaurant, which has a full menu but most folk choose the all-you-can-eat prime rib at \$13.95. Bob. Will work out a special "add on" to provide our table beverage and dessert and Mike Grozelle will hold court in the taproom with his karaoke until the wee, small hours.

Those who have been on one of our Minden tours before won't recognise the Noble Motel. It has been completely redone inside and out. The motel rooms couldn't be enlarged but they are totally new and the pub/dining rooms are right up to snuff. If the evening is good, they have a large sun room and deck overlooking the lake where dinner can be served.

The Saturday tour will head north on the Highway 35 corridor with several stops not yet in final form. Possibilities are the log chute and flume at Buttermilk Falls, Robinson's General Store in Dorset (consistently voted Canada's best country store), the Village of Dwight and maybe the western edge of Algonquin Park. There's a lot to see and do here.

The "official" meet motel will be the Motel Minden, clean and modern, at \$79 per room per night, 12,600 Highway 35, Minden, (705)286-6900/1-800-313-0309/ [www.motelminden.ca](http://www.motelminden.ca). No breakfast but Timmy's is directly opposite. For those of you who wish to be within staggering distance of the Saturday night shindig, the newly-done Noble Motel has matched the price of \$79, 1164 Moore Lake Estates Road (next door to our house) (705) 454-8298/ 1-888-286-6253 (I ate-and-ate-and-ate at Noble)/ [www.noblemotel@sympatico.ca](mailto:www.noblemotel@sympatico.ca). They also have a beautifully refurbished Viceroy-style cottage next door. It has 3 bedrooms, 2 full baths and a bunk room in the lower level with 2 bunk beds (4 beds) for kids or agile adults. It is \$600 for the weekend and can sleep up to 10 people (keep in mind the 2 baths). It comes with a pool table, ping pong, air hockey, honky-tonk piano and a great walkout to the lakeside deck. Nice place to share and the Noble has a great breakfast from \$6.

Will and I are searching for a good spot for the AGM on Sunday. We are thinking of the Lindsay area to make it handy for everyone. So Make it Minden in October and help us celebrate autumn. Both motels are holding units until the end of August but if you want the Noble, book it fast as they have only 6 rooms. Keep on Studebakering and see you in October!

By Verne and Mervis Brinsmead

## Fleetwood Cruize-in 2013



June 7-8 saw yet another Fleetwood Country Cruize-in hosted by Steve Plunkett. Due to prior commitments, we could only attend Saturday June 8 so hoped the weather would cooperate. We have been advertising this event for the past two Canadian Avanti newsletters and hoped that we could get as many Avanti as possible (our best was nine). Unfortunately the weather was not great in some areas so we only had five Avanti show up. This is actually very good when you consider that there are only 10-12 Avanti within

5-6 hours of the event. With five arriving from different directions (one was local) it would be a challenge to have all five meet up and arrive at the same time. Due to the sheer numbers of cars arriving, there is no way we can “save spots” for those that are tardy. Go figure, only the local one missed out and had to park by itself. This was the first time for my girlfriend Paulette Martel going to this show (and meeting my Avanti friends) so needless to say she was looking forward to it.

Even though the day was overcast and sometimes threatening, there were a large number of cars present. There was the Thunderbird Club, Mustang Club and Amphicar Clubs (along with many others) in attendance as usual. Only the Amphicars didn't care about the weather – they were going to get wet by going “boating” in Plunkett lake, taking people for a ride for a \$5 charity donation. I think that they were having too much fun again this year. There was not many Studebaker's present this year. I only found three, maybe more came the next day (Sunday was forecast to be beautiful). There were many vendors again this year and one was handing out free umbrellas (I think that is why it did not rain).



There were plenty of food vendors but we brought our own lunch and had a picnic of sorts by the Avanti, where Paulette got the first-hand experience of the questions I prepared her to hear (is that a Ford 289 engine (no, Studebaker), did they really come with a supercharger (yes), are they really fibreglass (yes), are the 1984 and 1985 kit cars (no, made by the Avanti Corporation with Studebaker parts built by Studebaker craftsman), and were they were built in Hamilton (no, only South Bend IN).

Thanks to Steve Plunkett for hosting such a marvelous event. To see his collection of Cadillac's on his extensive estate is something all car enthusiasts should experience. I later heard rumors that this would be the last – I really hope not. If it is, we all owe Steve a debt of gratitude for bringing us all together for the past six years. See <http://www.fleetwoodcountrycruizein.com/> for more details and pictures.

# Fleetwood Cruize-in 2013



John Talley, Hugh Campbell and Bonny Butler, and Bert Bertolo.



Sharon Pearce and Wayne Hamilton along with Bill Harris.



Bonny Butler and Hugh Campbell with their 1964 R1.



Mike Emmerich and Paulette Martel with their 1983 Avanti.



Bill Harris with his 1963 R2.



Sharon Pearce and Wayne Hamilton with their 1985 Avanti.

# Fleetwood Cruize-in 2013



Steve Isard with his 1963 R1.



Bert Bertolo with his 1970 Mercury Cougar convertible.



1964 Daytona owned by Helen and David Nantais (previously owned by Barry Leppan).



1950 Studebaker PU owned by Duane Eisnor.



1963 Studebaker GT (sorry, no name).



This is a trailered vehicle – a Model A towing a Model T...

For more information on Avanti please see <http://www.canadianavanti.ca/> for the Canadian Chapter of the AOAI (<http://www.aoai.org/>). If you want more information on Studebaker, see <http://www.studebakerdriversclub.com/> for a chapter near you!

## **Martin Michigan Drag Races June 2013**

I drove the Avanti the 560 miles to Marin Michigan for the Factory Stock Drag Races and met up with Ted Harbit with his Stude Tomato and John Kern who acted as pit crew for both of us. We were the only two Studebaker participants although there were several Studebaker guys there as spectators. (Why can't they bring their cars and try racing?)

Friday was time trials. The weather was beautiful with temperatures around 77 degrees F. Time trials are where you establish a qualifying time with your fastest qualifying time being used to "pair" you up with another car with very close times to yours.

I was paired up against a 1966 Mustang "K" Code. A gorgeous black Fastback. I do not think that it looked that good when it left the factory. It was completely detailed with period "Red Line" bias ply tires.

Now let me tell you a bit about drag racing. First you need a car which performs consistently, but above all it is a game of strategy. Each competitor uses little tricks to gain an advantage because the cars are usually paired so equally it is usually the driver that determines the outcome. One of the tricks is the guy who "stages" late. This means that you are all set with your two yellow lights on showing that you are staged and the other guy delays for 10-15 seconds which is a ruse to throw you off your timing. Experienced racers can usually handle this without problems.

There is another tactic which is used to intimidate the other driver and this is the "Burn-Out" Lots of smoke and sound with the intent of making the other racer think that the opponent has a more powerful engine than yours. It looks good but does not work since both cars are very close to being equal due to the pairings.

Drivers in cars that run the quarter mile in under 14 seconds must have a helmet. In our case, paired with the Mustang, we both had qualifying times in the over 14 second range so no helmet was officially needed. I had never seen this Mustang before and sometimes people have been known to "sandbag" their qualifying times, I became intimidated when the Mustang driver put on his helmet. It had me thinking that I had best be the first off the starting line and as it is known "cut a good light" as the helmet thing had me worried. I was too quick. I red lighted! Good thing that this was the best two out of three shootouts.

My Avanti, after its broken axle incident, now sports a 3.07 ratio rear end. Just the opposite that you need for racing but I went with it anyway. My qualifying time was 14.5 with 97 mph. My opponent qualified at 14.7 with 96mph so we were closely matched. All my runs were done in first and second gear of the Avanti Powershift transmission. I went through the quarter mile marker at 6000rpm in second for all my runs!

The second round went off as I had hoped. I ran 14.6 at 95mph. The mustang went 15.02 at 95mph. The third and determining shootout round I had a 14.6 and 97 mph while the mustang had 15.1 and 93mph.

By Peter Sant

# Martin Michigan Drag Races June 2013

Times were down due to the temperature and the engines had no time to cool down between rounds. Also there was a very small sprinkling or rain which the track guys cleaned up quickly that may have affected the Mustang driver with this bias ply tires. He said it spun a lot.

So, after being intimidated on the first round and losing to a Red Light, I made up for it in the other two rounds thus upholding the Studebaker name.

Ted Harbit, as ever, won his shootouts quite handily against a 455 Buick Stage I. The cars were very closely paired but Ted's superior driving skills and reaction times prevailed (and he is 77 years old!) The Buick went down in two rounds. Score another one for Studebaker. All in all a great day, good sport and good companionship.

Why don't you try it some time?



John Kern shot of my best time. This was my warm up time before shootouts started.



14.3 at 98mph.



John Kern, Chuck Kern's son and our pit crew chief as well as Ted Harbit. There is one other person present and I did not get his name.



Peter's 1963 R2 and Ted Harbit's ride, 1963 Lark "Red Tomato".

By Peter Sant

## Flanged Axle Installation on Dave Moxham's 63 Avanti



During the 2008 International Meet in Lancaster, PA. Bill Harris and I both purchased flanged axle kits from Phil Harris. Bill finally got around to having his installed at a technical session we had at his shop in Dundas in April of 2012. With the help of Roly Lusted and some of the special tools he has I would say the job on Bill's car went pretty smoothly so we made plans to do my car at a later date.

Our June meeting this year was to be held at Bill's house in Dundas so plans were made to use Bill's shop and do my axle installation and the new Mallory Distributor I had just purchased. The date would be Thursday the 20<sup>th</sup> as Roly would be available and we could tie it in with our meeting that weekend. Jim Anderson had kindly volunteered his help as well. Since we had done Bill's car a year earlier, and I already had the holes in my spare set of backing plates enlarged by Roly at that time, I assumed things would go pretty routinely.

Needless to say things did not quite go according to plans. The first job was removing the brake drum and hub from the old axles as the drums have to be separated from the old hubs for use on the new axles. This was not a problem on the left side as the drum was never attached to the hub when I bought the car in 1970. For the right side we would have to use Roly's drum puller to get the hub and drum off the axle. This became problem number one as there was no way this hub was coming off. We tried hammers, heat, cursing etc. to no avail. Roly and Bill decided to remove the drum from the hub while it was still on the car and after some careful heat application and prying, with care not to bend the drum, we got it off.

Next step was to take the brakes apart and remove the old backing plates and get the old axles out, install new backing plates and axles, and set the end play before packing the bearings for final installation. Problem number two appeared at this point. The old axle shims were not thick enough to give us any end play at all and I did not have any other shims with me. Bill to the rescue as he had some shim stock somewhere and if he could find it we could make up some shims. After some digging he found the shim stock and we played around with little pieces to see what thickness we needed before making a full size shim but this was not working very well either. Just then Bill realized he had another 44 axle in the back of the shop and we could steal shims from it. Problem solved, we were able to set the end play correct, pack the bearings, and reassemble the brakes. Now all we had to do was centre the drums over the locating ring on the new axles and we were done. But no, things seem to happen in threes, and this is when problem number three showed up.

By Dave Moxham

## Flanged Axle Installation on Dave Moxham's 63 Avanti

The drum from the left side of the car fit perfectly over the centering ring on the new axle but when we went to do the right side the center hole in the drum was too small! We compared the two drums and the center hole in one drum was a ¼ inch smaller in diameter than the other. Some time before I bought the car in 1970 a previous owner must have had to replace a drum and found something that worked that was not an original part. Or possibly this is the way it originally came from Studebaker, who knows. Our problem now was that it was late in the day on Thursday and any shop that could help solve the problem would be closed. I had to go back to Georgetown for an appointment Friday morning so Bill lent me his SUV for the night and while I was gone he, Roly and Jim would try and find a shop on Friday morning that could rework the drum so it would fit. After many phone calls and lots of running around the guys found a place that would do the job for the reasonable price of \$40. When I got back to Bill's just after noon on Friday the drum, with a bit of fine tuning, was ready to go back on the car. Finally the job is complete! Now should we tackle the new Mallory distributor? That will be a story for later.



I can't thank Bill, Roly and Jim enough for all their help in getting the job done and the use of Bill's shop and Roly's tools. It's true what they say, Studebaker people are great!



**Editor:** Dave sent me this note on June 24 so it appears all was good! Hi Mike, made it home just after 8.00 last night. Car ran well but was still bucking if I tried to accelerate hard but ran well at higher rpms. Thanks for your help in arranging the jobs at Bill's garage; I really appreciate all the work the guys did. It was nice getting together at dinner Saturday and meeting Paulette, she is a very nice lady. Hope to see you soon. Regards, Dave.

By Dave Moxham

## CAOA Meeting June 23

June was a big month for the CAO – between the Fleetwood Cruise-in and our tech session/meeting, Avanti owners in Southern Ontario spent some “quality time” together. Bill Harris sent me an albeit brief report on what transpired during the tech session and some great pictures (see the article by Dave Moxham and the Title Page).

Bill Harris wrote: On Thursday Roly Lusted and Jim Anderson came over to help with the installation of flanged axles in Dave Moxham's 1963 Avanti. We had difficulty getting the hub to come off the splined axle so had to pull the axle and hub out in one piece. We were short shims for the new axles and ended up taking some shims from a spare axle I had. At end of day we tried the brake drums on and one drum's center hole was too small. Friday am Roly and Jim went to a shop near St Grimsby to have the hole enlarged. Assembly completed, brakes bled and all tested ok. Dave and Bill attended some exciting sprint dirt track races at Ohsweeken Race Track Friday night. On Saturday Bill and Dave tried to install a new Dave Thiebault Mallory Unilite distributor but abandoned the project because carbon core wires are called for and Dave's car had solid copper core wires. Dave Moxham will obtain the correct wires, new plugs and performance coil to be installed at a later date.

Here are some pictures of the event...



Mike Emmerich BBQ'ing the Beef and Chicken. Sometimes it was a question was it smoking the meat or heating up the cook! It was hot outside!

Going CW, Paulette Martel, Barb Anderson, Carol Leppan's leg, Sue Anderson's head and Barb Wohleber. Hugh Campbell can be seen outside providing some moral support to the BBQer...

By Mike Emmerich

# CAOA Meeting June 23



Time to eat!



Yes, there is more to Carol (left) than just her legs!



After eating, time to get ready for the meeting.



Mike Emmerich brought Paulette in his 1983 Avanti.



Dave Simonson brought his 1963 R1.



A very happy Dave Moxham heading home in newly equipped flange-axle 1963 R2.

By Mike Emmerich

## Rockin' at the Waterfront



Quick report about Rockin' at the Waterfront (also known as Pier 4). *Huge* turnout, much of it earlier than normal, in gorgeous weather on June 20<sup>th</sup>. Only one Avanti actually got in-- Roly and Sue Lusted's '64. I was told two other, gold, ones turned up but couldn't get in and I saw neither one. One was Bill Harris' '63 (the other was Dave Moxham's 1963 - MDE). The Andersons were present also but they were sitting with the Lusted's.

Pier 4 looks like becoming a victim of its own success again...many PO'd drivers and quite a few PO'd organizers as well, with rules on rules on rules (rooted in the fact that Pier 4 is a City park), and some organizers bending the rules while others are trying to uphold them so the cruise can have a chance to survive the season! Neal Scobie, who is now the Cruzaders president and the main cruise organizer, really wishes they hadn't restarted it at all, and yesterday did nothing to change his mind. Pity, as the venue is splendid, and a cruise there should be a delight for all concerned, not a royal PITA! I'm off again next Thurs and will try to help out marshalling again, but I won't be too surprised if they call it quits at that venue before the season is out...for good this time.



Knowing quite a lot of cars couldn't get in; I opted to hike over to the parking lot at Bayfront Park to see what was there. One of the things that was there was the "Studebucket". I was correct in my guess that that was the car that was the subject of the request you circulated. Met and conversed with Troy, the new owner of the car, who is a Hamiltonian (Upper James Street area); he's hopeful our chapter can find him the OD 3-speed tranny he's after to replace the slipping one in the car now, and I'd bet if we can, he might well join SDC and the chapter. The car looks a bit different now, wearing brick-red

oxide primer instead of the "Black Tulip" steel-door paint Greg had on it, and Troy has made a few other minor amendments, but it's still easily recognized as the unique "Studebucket". Also, told Troy about the Peggy Sue's cruise Sundays. We shall see what develops!

Dubious weather in the morning saw Pier 4 last week (Thurs July 4) actually briefly cancelled then reinstated; the uncertainty meant a smaller turnout than there sometimes is, which curiously meant the event went more smoothly--pretty much everyone got into the park this time. They'd like to have had more volunteer marshals from the clubs though. (From SDC there were Steve Porter, Wayne Hamilton, and standing in for me, my dad Dave--I was working till 6:30 so arrived too late to assist with marshalling).

## Rockin' at the Waterfront

The actual Stude/orphan turnout was good: 13 Studes/Avanti, a Hudson, a Rambler, an Essex (gorgeous stock '30 coupe) and a Nash, plus some sort of AMC that left before I arrived. One of the Studes also departed as I was en route to Pier 4, and in fact we crossed paths on James Street – Kevin Mullett in his '63 GT Hawk. (I was driving the Porters' '64 GT at the time, having picked it up on the way through Aldershot after work; my dad had brought my Lark to Pier 4 earlier.) Didn't get a shot of Kevin's car at the park but did shoot all the others...



Wayne Hamilton – 1985 Avanti.



Larry Gibson – 1964 Avanti R1.



Jim Anderson – White 1963 R2 – alongside Bill Harris' 1963 R2.



Roly Lusted – Red 1964 R1 – alongside Larry Gibson's 1964.



# Upcoming Events...

## Chapter Events

- August 24: Summit Cruise, details attached this newsletter, Paul Cronkwright is the contact.
- September 14: International Drive Your Studebaker Day – Will be combined with Hamilton Chapter BBQ next day.
- September 15: Hamilton Chapter BBQ at Wayne Hamilton & Sharon Pearce's.
- October 25-26: New date for Reedsville Swap meet.
- November 30: Annual Chapter Christmas Party, Kings Court, details to be provided. Roly Lusted is the contact.
- Meetings for 2013: September 7-8 – Steve Wohleber, Bill Harris and Dave Moxham  
North Tour – Details TBA  
December 1 – Home of Ralph Hart, Hamilton Chapter Christmas Party.  
Alternate – in case of scheduling difficulties, Wayne Hamilton and Sharon Pearce have offered their home.

## AOAI Events

See SDC Events below.

## SDC Events

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)

A comprehensive report on the planned activities out west was prepared and included in this newsletter. Please contact Ted Dirksen for additional information.

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

## Final Words...

### **Forget Newton and Galileo. Here are the real laws of nature:**

Law of Mechanical Repair - After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

Law of Gravity - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner.

Law of Probability - The probability of being watched is directly proportional to the stupidity of your act.

Law of Random Numbers - If you dial a wrong number, you never get a busy signal and someone always answers.

Supermarket Law - As soon as you get in the smallest line, the cashier will have to call for help.

Variation Law - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now.

Law of the Bath - When the body is fully immersed in water, the telephone rings.

Law of Close Encounters - The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

Law of the Result - When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics - The severity of the itch is inversely proportional to the reach.

Law of the Theater & Hockey Arena - At any event, the people whose seats are furthest from the aisle always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the bitter end of the performance. The aisle people also are very surly folk.

The Coffee Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Murphy's Law of Lockers - If there are only 2 people in a locker room, they will have adjacent lockers.

## Final Words...

Law of Physical Surfaces - The chances of an open-faced jam sandwich landing face down on a floor are directly correlated to the newness and cost of the carpet or rug.

Law of Logical Argument- Anything is possible if you don't know what you are talking about.

Brown's Law of Physical Appearance - If the clothes fit, they're ugly.

Oliver's Law of Public Speaking - A closed mouth gathers no feet.

Wilson's Law of Commercial Marketing Strategy -As soon as you find a product that you really like, they will stop making it.

Doctors' Law- If you don't feel well, make an appointment to go to the doctor, by the time you get there you'll feel better. But don't make an appointment, and you'll stay sick. This has been proven over and over with taking children to the pediatrician.

June 3, 2013



Hello, Cruisers!

AT LAST—Cruisin' season is finally here. This year I've welcomed the arrival of warm and sunny weather with extra enthusiasm. If you're like me, you're delighted to kiss a long winter and a cold spring goodbye! Our restaurants' cruises are in full swing, and our staff are keen to welcome you and your clubs. In this mailing is a list of cruise events in your province. I hope you'll find something nearby that you want to get in on. If your favourite restaurant isn't cruisin', you might see what you can do to encourage them! And if you want updates on the schedule, you can go to [www.aw.ca/cruisin-the-dub](http://www.aw.ca/cruisin-the-dub) and click on "events" for searchable schedules. We hope you'll come down to a cruise night and enjoy your favourite burger, or one of our new products: chicken wraps, sweet potato fries, or a Spicy Guacamole Teen Burger—now there's a new twist on a great classic!

**Cruisin' THE DUB A&W**

**Someone's going to win a 2013 Dodge Challenger!**

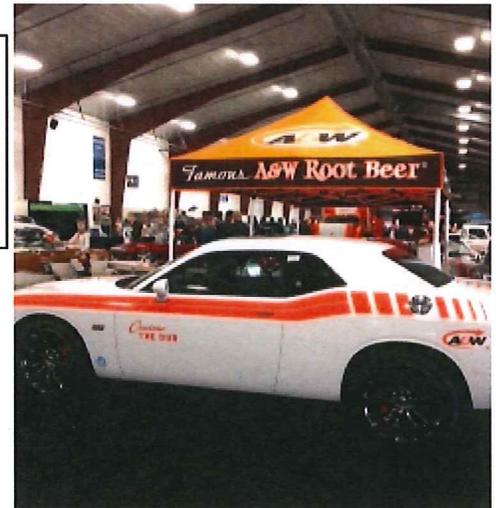
Enter to win a Challenger SXT Plus from June 3 through Sept. 30

Or you could win one of 500 Sirloin Uncle Burger® Combos

Entry form and contest details at [www.aw.ca](http://www.aw.ca)

Our 2013 Challenger contest opened just this morning. Dodge has been a great promotional partner for us, and I'm excited to be offering this contest again. Be sure to get your entry in. If you go to the website mentioned above, you can enter there, and also see information about the previous winners. Give it a go—you never know--someone's going to win. And meantime, we have two SRT8 Challengers in Cruisin' the Dub livery circulating around the country. Maybe you'll spot one at your favourite cruise night!

*A&W SRT8 Challenger and A&W display at the BC Classic and Custom Car Show in April—what a great weekend!*



**Upcoming A&W-sponsored car events**

**Olds College Centennial auction of 100 classic cars**

Olds, AB June 21-23

**Atlantic Nationals, Moncton, NB July 11-14**

**A&W 300 NASCAR race, Vernon, BC July 13**

**Mopar Madness, George Preston Rec Centre, Langley, BC July 14**

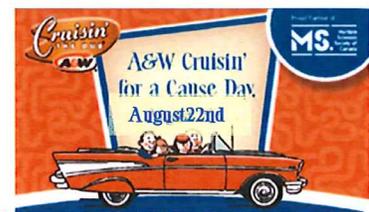
**Canadian Hot Rod Tour, Barrie, ON and environs July 26-29**

**31<sup>st</sup> Annual Round-Up, Greater Vancouver Mustang Ass'n.**

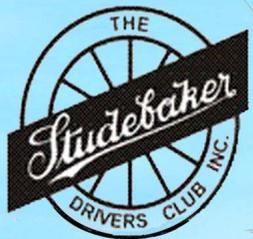
August 25, Langley, BC



**Mary Roberts  
for Cruisin' the Dub**



Cruisin' the Dub A&W Food Services of Canada Inc.  
171 W. Esplanade, N. Vancouver BC V7M 3K9  
604-988-2141



# 21st ANNUAL STUDEBAKER / PACKARD CRUISE-IN RALLY

DASH PLAQUES  
PROVIDED BY  
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CHROME BUMPERS  
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AKRON, OH

**SUMMIT RACING**

**I-76 AT EXIT 29**

**HOST HOTEL:**

**QUALITY INN**

**I-76 EXIT 27**

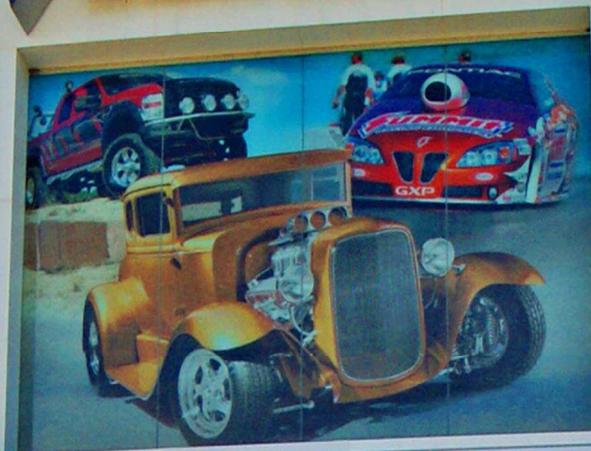
**330-794-1050**

**MENTION**

**STUDEBAKER**

**CLUB DISCOUNT**

HELD AT:



**HANDY RANDY**



**SAT. 24th**  
**AUGUST 2013**  
**11am-5:00pm**  
**INDEPENDENTS**  
**WELCOME**  
**FREE**  
**ADMISSION**  
**LIVE DJ**

**INFORMATION: DON MORGAN**  
**(330) 882-3235 dmorgan828@yahoo.com**