



The Canadian Avanti

Official Newsletter for the Canadian Avanti Owners Association

July-August 2013

Where has the Summer gone?



(Larry Gibson)

Larry and Barb Gibson's 1964 Avanti

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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...



Well it's been a busy summer for many of you and numerous shows and events have come and gone with good participation by many of us. Of special note is to acknowledge Dwayne and Sharon Jacobson's attendance at the Colorado AOA meet and also Bob Easton and Bill Patterson, whose cars were featured in Hemmings Classic Car magazine attending South Bend this year. A good coverage of all things Studebaker in a US National magazine. Barb and I also attended the Sudbury Classic Cruizers Copper Cliff show, winning an award...a years' subscription to 'Canadian Hot Rod' magazine...now let's see, how can I get that 426 Hemi into my Avanti! Obviously many others have attended various events and road trips so let's hear from you about your experiences, people you've met etc.

Hard to believe it's October already, and time to get my garage cleaned out from summer projects and ready for winter storage again. Hopefully there will be a good turnout for the Maple Leaf Tour as this is always a fun and well organized event with the lovely backdrop of the fall colours. In early September Hugh and Bonnie Campbell, Barb and Dave Moxham, Bill Harris and Barb and I met at Bill's Island paradise on Harris Lake for boat rides in Bill's Riveau with classic Merc power. Great time together and dinner with sunset seeing us off. Thanks Bill for being such a wonderful host.



On another note, next year 2014 is the 10th anniversary of the founding of CAO and we should try to put something together for the occasion. It will be on the agenda for our next meeting so if there are any suggestions etc. please forward to Mike. No plans of any kind yet so we are wide open to any suggestions.

We also extend a hearty welcome to new member Larry Gibson, more later when we gather some more information. The 2014 Calendars are in, so time to think about membership renewals and congratulations to Hugh Campbell for having his Turquoise Avanti featured on the cover. Also for his award from Summit racing in Akron Ohio, where he won the "Best Avanti" at the Studebaker Packard show. This calendar will also feature another CAO member, Roly and Sue Lusted and their 1964 Avanti. All for now and don't forget to start planning for Dover Delaware AOA next June/July. Keep in Touch.

All the best! Steve Wohleber

Editor's Message...



Where has this summer gone? As I sit here writing my message for July-August (which should be in September but it is October) and I ask what happened? Thank goodness I have far too many pictures (and the Visa bill) to remind me. Previous years I spent a lot of time behind the wheel of my Avanti; this year it was the coupe. The Avanti was relegated to “after work” duties and the coupe “show” duties. I must admit I am a little ashamed of the

condition of my Avanti – quite a few stone chips (original paint from 1983), some interior rips, green carpet, and a 305 that is no longer HO, more like Ho-Hum! Thanks to Ted Dirksen who bought my little 1963 sedan, I am going to attempt some R&R over the winter.

You will note that I changed Letters to the Editor to Ramblings – I was no longer getting e-mails as people didn't want me to publish them! So, as you go to car shows or other events, make improvements or just want to send me pictures or a short story of interest, send to me and I will include next issue.

This issue features new member Larry and Barb Gibson's Avanti. I have seen the car in person and it was well bought.

At a recent meeting of the Hamilton Chapter SDC, Sue Lusted and I were photographed with our awards; Sue for Distinguished Member Award representing her support of the Canadian Chapter and myself for the third First Place Award for the Canadian Avanti. Some of Sue's work can be seen by our website. Our Canadian Avanti wins awards due to our membership sending me material to publish. These rewards of recognition by the AOAI are greatly appreciated.



On a more solemn note, we lost CAOAI member Carl Held on August 15, 2013. A member for many years, his 1963 R1 Avanti was one of many Studebakers he and Jo Ann owned. Our condolences to his family. I have also attached a memorial of Bill Glass; many of you know him as Bondo Billy.

Next issue is already being formatted; there were a lot of events over September and now into October. Please send my pictures and stories of where you went. If you have not sent me a story of how you got involved in Avanti (and the car hobby), please do so with pictures. You could be on the next cover! I am also looking for a Christmas picture of you and yours with your Avanti. Please send to me before Christmas and I might put you on the cover!

By Mike Emmerich

Ramblings...

Brian Chappell wrote: Here's my 1975 Avanti by the Voodoo at the Atlantic Canada Aviation Museum (ACAM) (across the 102 highway from the Halifax International Airport).

<http://atlanticcanadaaviationmuseum.com/>



Hugh Campbell wrote: Hey Mike. My first win ever in Ohio , 1 week later, Lew tells me that I'm on the cover of next year's calendar...13 is now my lucky number. Other pics from recent outings too. That's Barry Leppan's old Daytona, Dave Natais is his name, he won also in Ohio, I was in Bothwell with him and he's building a 53 Loewy coupe, should be ready for Dover, and tells me he's thinking of joining the Hamilton chapter also.



By Mike Emmerich

Ramblings...

Dave Moxham wrote: Here is a photo Barb took of us at dinner at Bill's cabin. Steve and Barb and my Barb arrived around 2 p.m., had a ride in Bill's boat (53 m.p.h.), enjoyed a few beverages and then had a nice steak and shrimp dinner and left around 8 p.m.. Bill's cabin is beautiful, rustic but with all the modern conveniences. Sorry you were not able to make it this time.



Harry Clark wrote: On Sunday 8/11 I attended the Kawartha Downs and Speedway Classic Car Show and OSCAAR race. Classic cars admitted free, about 125 cars including everything from Rat Rods to a Ferrari. The race track is paved but quite a few off tracks to kick up some dust. From practices to racing, the cars are loud so there was little conversation except the few breaks in between. I saw a whole new batch of cars that were not local. I got the usual Avanti questions and the car got lots of attention.



Graham Gagne wrote: Our Avanti has been out-of-service for most of the summer. We did manage to get it to the Golden Age Auto show in Truro in June where they featured Studebakers this year. Brian Chappell has done much better in showing the mark. He was last seen at the big A&W meet earlier this month. He was also present at the Atlantic Nationals in Moncton. Both the A&W meet and the Atlantic Nationals are 1000 - 1500 car events. Our other Avanti owner in the Atlantic Canada Chapter Boyd Geddes was also at the Atlantic Nationals. Here's a recent shot of Brian's '75 Avanti at the Aviation Museum near the Halifax

Ramblings...

International Airport. Brian is a fan flying and owns his own vintage Cessna. He also has the Avanti to the annual Stanley Airport fly-in on the Labour Day weekend.

I've attached three photos - all of Brian's Avanti. Photo 11 is at the Atlantic Nationals with Brian seated behind the Avanti. The others are one with his Cessna and one with the retired VooDoo fighter (see Brian Chapell's report).



Bill Harris report on Aug 8 Pier 4 Cruise: NASCAR car is a 2001 owned by a guy in Port Colborne. Race engine is replaced. The second car boiled over when they drove it twice around the park. Tried to get the wheel stander running to be trailed around the park but the coil was shot



Bill Harris also reported on the CWHM car show August 11: Other than Stu I do not know who owns the Studebakers there. Dave Simonson did attend with his Avanti but left before I got a picture. Delorean club had a nice display. My car is in front of a 1970 Northrop CF-5 Freedom Fighter built by Canadair in Montreal, Quebec and also a 1945 North American B-25 Mitchell MK III bomber built in Kansas City, Missouri. The first picture shows a Harvard in the background. <http://www.warplane.com/>. Dave Simonson's Avanti courtesy of Bert Bertolo.

Ramblings...



Jim Hinsberger wrote: I've been wanting to do it since I bought the Avanti 10 years ago. I finally got the nerve. I put wide white walls on her. I've had positive feedback. It was a big hit at "Back to the Fifties" in Minneapolis MN this summer. I thought if I didn't like the look, I'd flip them around. Alas, it looks like they're going to stay.

Ramblings...



Mike Emmerich's report on Bothwell Aug 10: As usual a great show with over 1000 cars, 50/50 was \$18K each way! Had a great drive down in awesome weather but it's a long day as a 2.5 hour drive from Cambridge. But, I never miss a year! Hugh Campbell and Bonny Butler were there with their award winning 1964 Avanti. Bill Harris and I elected to bring our street rods; his 1936 Ford Tudor and my 1940 Studebaker Champion. I also provided my buddies 1970 Cougar (Bert Bertlolo) who gave me the picture of Dave Simonson's Avanti from the Canadian Warplane Heritage Museum show.



1964 Studebaker Avanti R-4837 History

I decided I was going to buy an Avanti when I saw the first one at the Indianapolis 500 in 1962, where it was the honorary pace car, and read about it in the June 1962 issue of Motor Trend magazine. At 24 years old, with a 2 year old son and a daughter on the way, I wasn't quite sure how, but I knew I would own one somehow.

While substituting on a bowling team in the Spring of 1964, a player on the opposing team made me aware of a 1963 Avanti that would be for sale soon by his company, CTL, Division Studebaker Corp. This car was his boss's company car and he would be getting a new 1964 soon. I took the 1963 R1, automatic, Avanti Gray with Claret interior for a few days test drive. I decided that I didn't want to buy it because it was an automatic and I didn't like the exterior or interior colors. When I returned the 63, there was the 1964 Turquoise/Turquoise 4 speed R1, that had just come off the truck. I told the president of CTL that I did not want to buy the 63 but would buy the 64 when he got another new car.

In September/October 1964 he called, telling me that he had just received a new Mercedes Benz company car and wanted to know if I still wanted to buy the Avanti. He also informed me that I couldn't actually buy the car until after year end, 1964, because of the Studebaker bankruptcy or for accounting reasons. I was so excited to be getting a new Avanti, I didn't pay much attention to the reasons why I had to wait until the new year. They put the Avanti that had been driven approximately 2,000 miles, covered in a garage waiting for me to buy it after the first of the year.

I purchased my 1964 Studebaker Avanti, Serial Number R-4837, from the CTL Division, Studebaker Corp. on January 13, 1965 in Cincinnati, Ohio, for \$4,449 (see copy of original title) that I understand was the depreciated value on the company's books.

R-4837, 1964 Studebaker Avanti Prices and Options:

R1 Base Price	\$4,445
Four-Speed Transmission	189
Air Conditioning	325
Power Steering	86
Firestone 500 WW Tires	14
AM Push Button Radio	85
Electric Windshield Washer	14
Twin Traction	40
Front Seat Belts	15
Rear Seat Belts	15
Front Floor Mats	7
Total Retail Price	\$5,235

The Avanti came with a new car warranty of 12 months, 12,000 miles from the date of my purchase. Little did I realize how important that would be over the next 5 years.

We drove the Avanti as a family car in addition to a 1962 Oldsmobile Super 88 station wagon and a 1950 Ford that I drove to work. The speedometer head had to be replaced at 24,000 miles, so the current mileage shown on the odometer is 24,000 mile less than actual. Another interesting event happened in Winton Woods Park, Cincinnati Ohio. The steering wheel broke off the shaft while driving with my family slowly on a very curvy road. I had to drive it home using 2 pipe wrenches attached to the shaft!

Other than the speedometer and steering wheel problems, I had no problems with the Avanti for the next 20 years, with the exception of the clutch. The clutch plate and pressure plate were replaced at least twice per year from 1965 to 1970, all under the original warranty! Speed shifting from first gear to second gear, at high RPM, caused the clutch plate lining to come apart and jam between the fly wheel and pressure plate not allowing the engine to disengage from the transmission. Needless to say, I learned how to shift without the use of the clutch.

In 1969/1970, while having yet another clutch replaced at Potter Mercedes-Benz (ex Studebaker Dealer) in Columbus, Skip Potter and I decided to replace the clutch with a heavy duty clutch plate and pressure plate from some model of truck. I never had to replace another clutch until the restoration in the late '80s.

However, the amount of pressure required to depress the clutch increased dramatically! So much so, that the clutch adjustable linkage rod began to snap so frequently that I was buying replacements 4 at a time. To solve this problem, I had a blacksmith make me a couple of rods made from hardened steel. That fixed that, but caused yet another clutch related problem. I snapped the clutch pedal assembly. Rather than count on a standard Studebaker replacement, I had the blacksmith make me two of them, one of which is still in the trunk.

The Avanti moved with us to Columbus Ohio in 1969 where we continued to drive it as a regular vehicle until it had over 100,000 miles on it and it began look a bit the worse for wear and was becoming unreliable. In 1987, I decided to have it restored to the point of looking good and performing reliably.

Restoration work, ie. engine overhaul, complete paint job, new brakes, front springs, refurbished or replaced bright work, new am/fm/cassette radio, etc. were completed in June of 1989. (see picture taken June 1989 in Cleveland, Ohio) The engine work was done by Canadian Tire Corp. Re-manufactured Parts Division in Toronto, Ontario. All of the other work was done at "State Road Automotive Services" in Cleveland, Ohio, owned and operated by two ex Joe Erdelac Studebaker Dealership mechanics. Mr. Erdelac, who bought the last Avanti produced, was a friend of my father and highly recommended his ex-employees. As the June 1989 picture shows, my Avanti was flawless, and probably better than new, especially the paint, in many other respects.

I drove the Avanti from Columbus, Ohio to our new home in St. Pete Beach, Florida in September, 2001, where it stayed until we moved back to Columbus in 2011.

While in Florida, I drove it mostly to four or five Car Shows a year and monthly to the Dupont Registry's Cars & Coffee gatherings in St. Petersburg, along with hundreds of other cars. During that period, my Avanti was the only Avanti that ever came to the C&C. I became known as "The Avanti Guy".

During the 10 years in Florida, I installed a new carburetor, that I bought from Lionel Stone in CA for \$1,250, replaced the Studebaker front disc brakes with a kit from Turner, installed new shocks, replaced the brake master cylinder and booster, installed a tankless coolant recovery, new voltage regulator, alternator, water pump, all new power steering hoses, all rubber suspension bushings, and rear differential pinion seal.

The Avanti was trailered from Florida to its new home in Columbus, Ohio in April, 2011. I continued to take it to 2 or 3 Car Shows a year and drive it on nice days with the windows down so I could hear the beautiful sound of the exhaust!

Unfortunately, I must now sell my pride and joy at this time because I can no longer work on it anymore because of a skin condition of my hands and arms. Working on the Avanti has been a major part of the fun of ownership.

As of its sale date, June 23, 2013, it has traveled approximately 128,000 miles in the 48+ years I have owned it.

It is a bittersweet moment as I now hand over the keys to Larry Gibson of Grimsby Ontario, Canada and my love affair with the Studebaker Avanti ends after 51 years. I take great solace in the fact that R-4837 will be enjoyed and well taken care of in its new home.

Gary E. Philbrick
June 23, 2013

Attachments:

- 1) Original Title
- 2) Letter, April 6, 1966, from Studebaker President. E.J. Challinor with enclosed "Parts and Service for Your Studebaker" publication
- 3) Picture of R-4837 immediately after restoration, June 1989
- 4) SDC "Turning Wheels" magazine featuring the 1964 Avanti
- 5) Notes about "Running Changes" relative to R-4837 (page 5)

STATE OF OHIO, COUNTY OF HAMILTON

Previous No.

31467701 CERTIFICATE OF TITLE No. 314956631
TO A MOTOR VEHICLE

This is to certify that

GARY E PHILBRICK & BARBARA PHILBRICK

11561 GERITY CT CINCINNATI OHIO

is the owner of the following described Motor Vehicle:
YEAR 1964 Mr's Serial No. R 4837
MAKE STUDEBAKER MODEL RQ
BODY TYPE 2 DR HARDTOP
AVANTI

having acquired title to said Motor Vehicle from
CIL DIVISION STUDEBAKER CORP
1240 GEDDALE MILFORD OHIO

LICENSE ISSUED 1978
TRANSFER ISSUED 1978
TRUCK WEIGHT
REGISTRAR OF MOTOR VEHICLES

on which Motor Vehicle are the following liens, mortgages or encumbrances:
NONE

FIRST LIEN: Nature of Lien S/A Amount \$ 4449.00
Held by THE PROVIDENT BANK, LIEN CANCELLED
Holder's Address in Full 7TH & VINE STS, CINCINNATI, OHIO
Date of Notation JAN. 19, 1965 Clerk's Signature MAR 24 1965
Above Lien Discharged MAR 22 1965 Date of Cancellation
By The PROVIDENT Bank, ROBERT D. JENNINGS, CLERK OF COURTS
#B 440391

SECOND LIEN: Nature of Lien S/A Amount \$ 2905.10
Held by THE PROVIDENT BANK, LIEN CANCELLED
Holder's Address in Full 7TH & VINE STS, CINCINNATI, OHIO
Date of Notation OCT 28 1965 Clerk's Signature
Above Lien Discharged OCT 3 1965 Date of Cancellation
By The PROVIDENT Bank, Clerk of Courts

THIRD LIEN: Nature of Lien S/A Amount \$ B618961
Held by PROVIDENT BANK, LIEN CANCELLED
Holder's Address in Full 7TH & VINE ST CINTI OHIO
Date of Notation 10 28 66 Clerk's Signature
Above Lien Discharged FEB 11 1967 Date of Cancellation
By The PROVIDENT Bank, Cinti., O., Clerk of Courts

Delivered Purchase Price \$ 1097.00
LISCENSE ISSUED 1974
TRANSFER ISSUED 1974
TRUCK WEIGHT
REGISTRAR OF MOTOR VEHICLES

LISCENSE ISSUED 1977
TRANSFER ISSUED 1977
TRUCK WEIGHT
REGISTRAR OF MOTOR VEHICLES

LISCENSE ISSUED 1975
TRANSFER ISSUED 1975
TRUCK WEIGHT
REGISTRAR OF MOTOR VEHICLES

DATE TO SHIP MO. DAY YR.	DATE WRITTEN MO. DAY YR.	SALES ORDER NO.	ITEM	QUAN.	INST. BOOK	LINE NO.	FACTORY ORDER NO.	SERIAL NO.
	06 07 63					3043	13779	
BODY NO.	R-3768	IGN. KEY NUMBER 4290	TRUNK KEY NO. 1444		FINAL ASSY. DATE / /	ENGINE NUMBER R-3305		R-4037
DESTINATION	SOUTH BEND INDIANA				ZONE CODE Z	DATE SHIPPED / /		
SHIP VIA	151							

DESCRIPTION OF UNIT AND EQUIPMENT

MODEL R 0 3370 AVANTI
 PAINT 13 P 6332 AVANTI TURQUOISE
 TRIM 14 923 TOV
 20 4 SPEED TRIFLOOR SHIFT
 26A TINTED GLASS W SUN BAND
 34 POWER STEERING
 39 AIR CONDITIONING
 50 TWIN TRACTION
 55 WHITE SIDEWALLS
 72A RADIO & ANT X94 AC 3286 L&R

W 704

INSTRUCTIONS: Prepared by Car Order Dept.
 Distribute as required.

Studebaker
 PASSENGER CAR PRODUCTION ORDER—FINAL ASSEMBLY LINE

CAR INSPECTION RECORD COPY

April 6, 1966

E. J. CHALLINOR
PRESIDENT



Studebaker
AUTOMOTIVE SALES CORPORATION

An Important Message
To Studebaker Owners:

Because of our recent announcement to discontinue the manufacture of automobiles, you may be concerned about continuing service and parts availability for your Studebaker. Parts and service WILL continue to be available - on a nationwide basis - for Studebaker products.

Parts availability will be accomplished through Service Dealers and Studebaker Parts Depots strategically located across the United States. If your servicing dealer does not have needed parts on hand, most parts in most areas are available by overnight delivery from a Studebaker Parts Depot. More than \$20,000,000 worth of parts and accessories are inventoried in our warehouses to protect Studebaker owner investments. It is interesting to note that we are still supplying parts for Packard vehicles although Packard production was discontinued some ten years ago.

Service continuation will be accomplished through a national network of Studebaker Service Dealers. In many cases this will be the dealer from whom you purchased your Studebaker. These Service Dealers have facilities to perform any service your Studebaker may need. In communities where there is no Service Dealer, any independent garage can secure genuine Studebaker parts through the nearest Service Dealer or Studebaker Parts Depot.

If your Studebaker is within warranty (2 years or 24,000 miles on most vehicles), the warranty will be honored by the dealer from whom you purchased your Studebaker or by any authorized Service Dealer. You need have no apprehension regarding this warranty; its obligations will be honored.

~~A folder detailing periodic maintenance services your Studebaker will require is enclosed. I suggest you carry the folder in the glove compartment of your vehicle as a reminder of these services. The folder also lists the locations and telephone numbers of Studebaker Parts Depots. This information may be used to determine the nearest Parts Depot should your servicing garage require replacement parts for your vehicle.~~

The continuation of service and availability of parts is your assurance that your Studebaker can be maintained in good mechanical condition for many years. Because it is - and always has been - fine automotive transportation, I am confident you will continue to receive a full measure of value from your Studebaker.

Sincerely,

President

EJChallinor/rb
Enclosure

SASCO • 635 SOUTH MAIN STREET • SOUTH BEND, INDIANA 46627 • TELEPHONE 289-7111

Colorado Springs Meet 2013

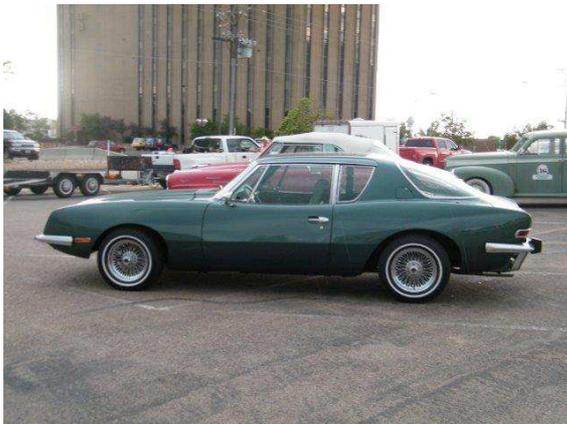
Well there goes another well planned and successful SDC meet.

Returned early Sunday morning July 7, 2013 from attending the SDC International in Colorado Springs. What a great event. The hotel was spacious and accommodated the inside swap meet on one floor in a couple of rooms of ample size. The only drawback was that the outside vendors were somewhat isolated due to hotel staff parking being between the car display area and the vendor assigned spaces. I felt badly for them, some of them having driven many miles to attend, Dick Lindsay was one such vendor. To be the positive side however the meet was well planned, a great location, lots to do and see but most importantly well attended by the SDC members. I saw some great cars, one in particular was a 1937 Studebaker President coupe owned by Gerry Kurtz from Dover PA. It is, in my opinion an exceptional car. He said he was going to drive the car up Pikes Peak on Saturday July 6th, however I left Friday so I do not know how it went.

Our zone was well represented by vendors, Phil Harris, Dick Lindsay, Ed Reynolds, Jon Myers and I am sure I have missed others so my apologies. Many familiar faces from our zone were present however rather than leave some out I will just say the Crossroads Zone was not un-noticed (good for us). We celebrated two nations "birthdays" (July 1st and July 4th) and that was interesting to see a little showing of the flags. Although I did not have time to attend the many events planned I did manage to travel to Pikes Peak (twice) and Cripple Creek (an old mining town with lots of history, I have the book). It took me two and one half days to drive there in my "daily driver", thank goodness for air conditioning and two long days to drive back (should have taken a rest).

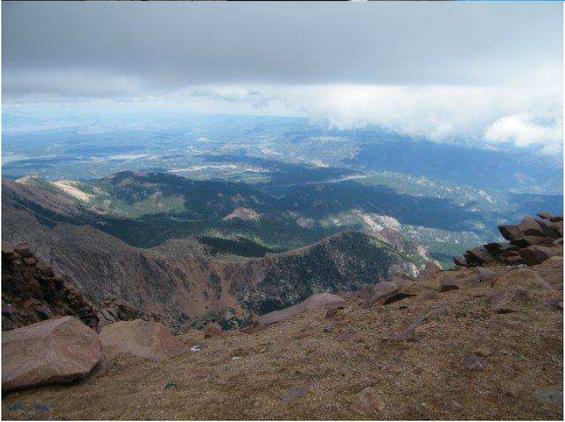
The car show had a wide variety or selection of Studebakers however I did sense a lack of 1953 to 1955 four door sedans and there was only one example of a 1966 Studebaker on the judging field. I mention this one car (4 door Commander) only because it was a one owner vehicle that had been purchased back by the man who sold the car new originally from his Studebaker dealership. Another 1966 Daytona Sports Sedan was present for part of the event but it was a local car and I did not notice it after the first or second day.

Since this was a joint AOAI event, here are some pictures of the Avanti in attendance (courtesy of Bob Barrick, Hamilton Chapter SDC).



By Cliff Tattersall
Director, Crossroads

Colorado Springs Meet 2013



By Cliff Tattersall
Director, Crossroads

Avanti A/C Upgrade - Part I

This story began early this spring when I took the Avanti out for the beginning of the driving season. Last year I had finished replacing the dash for the second time (that sad story with a happy ending has already been told) and now I was ready to boogie through the summer. Not to happen!

I always made it a habit to run the A/C once or twice over the winter. I do the same with my brand X drivers. I believe it keeps the seals in top shape and helps prevent the loss of refrigerant. I have had the Avanti since 2003. It came with the A/C not working but the systems seemed OK so I gave it a charge of R12 and mineral oil. That charge lasted until 2012 which is pretty good I think for what maybe the original system with original components. I re-charged in 2012 and figured I would be good for a few more years of ice cold A/C. But, things change and the A/C system had developed a significant leak somewhere.

Later I was to find out that R12 systems are meant to leak a small amount around the pump shaft seal. This allows a bit of oil to flow around the seal and keep it supple and working correctly. The leak I had now was obviously more than that. Now I had to decide what to do.

There was no way I was going to drive the Avanti without A/C in hot weather. I have covered the floor and firewall with insulation to keep the engine heat to a minimum but, even so, on a hot day the air coming in the vents is pre-heated by the engine heat and even with all the windows open it just isn't fun at all.

My choices were three: repair the leak and recharge with R12, find the leak and charge with 134A or overhaul the system and charge with 134A. R12 is getting harder to find all the time. This and the fact that the system could spring another leak anywhere made this option less than appealing. The first thing I came to understand about 134A systems is that they are totally sealed with no allowance for lubricant to ooze past the compressor seal. Also, the R12 hoses if filled with 134A would actually leak refrigerant through their walls - albeit in small amounts. There are conflicting arguments about this leakage problem and I never did find out the truth of the matter. In any event, it didn't make much sense to waste money trying to use the old hoses when that money could be spent towards new hoses. So in the end I opted for new hoses and a new compressor seal.

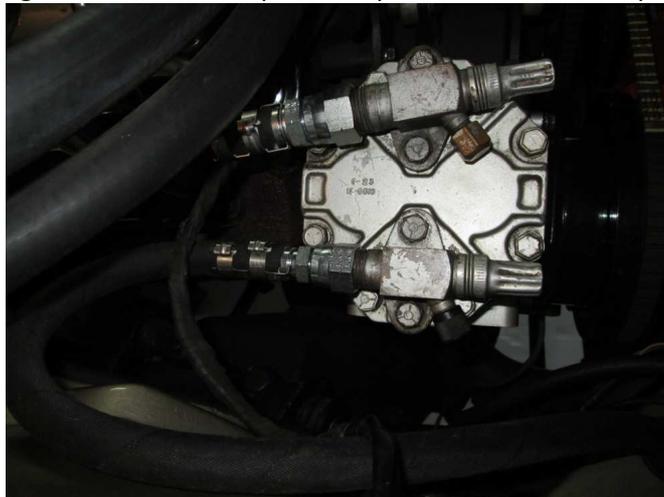
A comment about York compressors. From what I have read these units are very robust. They continue to be used in commercial applications and are known for their long life. Rather than a rotary vane design they use pistons and valves. They also have a crankshaft and an oil sump which is maybe why they last so long. Details about your York compressor can be found by Googling 'York Compressor'. I was able to download a complete manual including tips to switch to 134A - a copy of this manual can be downloaded from www.kgworks.ca/temp, just click on 'Avanti A/C Conversion)

For Part II where I'll go over the replacement of the compressor seal, more on the hoses, dryer and installation.

By Graham Gagne

Avanti A/C Upgrade - Part I

New hoses with new fittings and double crimped clamps - R12 to 134A adapters are not in place yet.



The old high pressure hose from the condenser to the evaporator - likely the source of leaks with traditional gear clamps.



Engine view showing placement of the AC unit – see the rectangle.



By Graham Gagne

Electric Fuel Pumps

There has been much chatter over the internet about the pros and cons of using an electric fuel pump on our Studebakers.

First I must make my own disclaimer. I am not a fan of electric fuel pumps. That being said, I find nothing wrong in using an electric pump as a carburetor primer.

Today's fuels do tend to evaporate especially when a hot engine has been shut down after a run. The fuel bowls can quickly lose enough fuel to cause hard starting and lots of cranking before the engine will re-fire.

The problem that I have with the electric pump is that they can be dangerous if not installed with the appropriate safety switches. By this I mean that in the event of an accident the electric pump must turn itself off, otherwise the pump will continue running and sending volatile fuel to the engine compartment which can easily ignite.

The simple answer to the shutdown of the pump is an oil pressure activated switch that turns off the pump if the oil pressure goes to zero.

Primer pumps can be installed with a push button switch which only energizes the electric pump when the button is pressed.

Two different kind of electric pumps are used for primer or constant use. The pump used for a primer purpose is usually a solenoid operated pump which allows fuel to flow through it when it is not operating. These pumps can be placed near the fuel tank and plumbed directly into the fuel line.

The pump used for main fuel feed is usually the rotary kind which again must be placed close to the fuel tank. Often this type of electric pump has to have a pressure regulator spliced into the line before the carburetor in order to keep the fuel pressure to 3-5lbs.

Regardless of which installation you choose remember gasoline is a very dangerous substance to work with. Precautions must be taken just installing any kind of pump or filter.



By Peter Sant

MAPLE LEAF TOUR IS FINAL

The last editing of the Maple Leaf Tour is done and the issue has gone to the printer. Our Saturday, Oct.5 tour will be on paved back roads, as usual, total about 140 miles. There will be few gas stations , so on Friday night, be “tank full” there is reasonable priced (sort of) gas in Minden. Even though our base is the Motel Minden the Noble is already almost full.

Dinner Friday evening is at the Riverside Inn, Norland, right on Hwy. 35 at the lights for County Rd. 45. Lots of parking, great food, great prices. I have one dining room reserved for 6pm but you should come at your own convenience as we order off the menu. Norland is about twenty minutes south of Minden, so folks coming up late afternoon may prefer to stop there first. We will try to have registration packages at both motels and at the Riverside.

The Saturday tour will kick off at the Minden Hills Cultural Centre (included in your registration). The site pass includes Nature’s Place educational centre, pioneer village, small museum and the Agnes Jamieson Art Gallery. Verne is on the Cultural Centre board and is a past president of the museum committee so will help with interpretive duties.

We take good back roads north to Kushog Lake, then Hwy 35 and 60 to Huntsville for lunch at Crabby Joe’s, 68 King William Street, and Muskoka Road 3. The trip will take about 90 minutes. After lunch we will be about 30 minutes to Baysville where we will have a tour and tasting at the Lake of Bays Brewing Co. This is FREE!! They make great craft beer and it would be appreciated if our group made a few purchases (optional).

Return trip via Dorset with a stop at Robinson’s General Store (consistently voted Canada’s best country store).If there is time we will do a quick stop at Buttermilk Falls into Minden.

Peter Sant made me promise on a stack of “Playboys” that we would stop at Kawartha Dairy for ice cream on the way back, which is within walking distance from Motel Minden.

We wind up Saturday evening for all-you-can eat roast beef at the Noble Motel and Restaurant, \$13.95 and Bob will add dessert, coffee /tea for \$5.00. If roast beef is not your thing, order off the menu.

Please advise me ahead of any special requirements or allergies. After supper Mike Grozelle will crank up his traditional Karaoke in the taproom.

The Admiral Inn in Lindsay is booked for the AGM. Lunch at 12 noon in the “VIP Room” (Chicken on a pita or Penne with Rose sauce, small dessert, tea/coffee) for \$10.00 +tax & tip, then our meeting in the same room about 1pm.

If you have not booked a room, please do so, as our “hold” expires end of August. Noble Motel is 1-888-286-6253 or 705-454-8298. Motel Minden is 1-800-313-0309. Both are \$79.00 per night. Since we are covering some admissions, we are asking a registration fee of \$5.00 per person. See you in October!

By Verne Brinsmead

William Alan Glass

December 3, 1944 -- August 14, 2013



William Alan Glass

Born in N.Y., N.Y. on December 3, 1944
Departed on August 14, 2013
A resident of Valhalla, NY

I am saddened to announce the passing of a good Studebaker friend, William Glass aka "Bondo Billy," this past Wednesday (Aug. 14, 2013). Bill was a long time SDC member, an early adopter of the Internet, t-shirt printer/vendor and former manager of the SDC club store. He is survived by his wife, Ellen, and daughter Robin.

John Henne

Another great Studebaker supporter, enthusiast, vendor, visionist, and friend to many. As a co-vendor, I had many opportunities to speak with and purchase items from Bill. Still wear some of his earliest T-shirts. Once or twice he returned the favor at my stalls.

My condolences to his faithful and ever present wife and his family. You were a good man, Bill, and you looked after your fellow Studebaker nuts. Rest in peace from all those medical problems and we'll meet again in that Big Swap Meet.

Frank Drumheller

My heart and prayers go out to Ellen. Over the years I had the pleasure of talking and working with Bill many times. Back in the early days of the SDC Forum and we came up with the t-shirt and button idea, Bill was very aware that it would be at least a break even or more likely a losing proposition for him. Nonetheless, Bill did not hesitate a second and declared that he was all-in on promoting the new forum. I know of many other instances where his support of the SDC was above and beyond. He was, without a doubt, a friend and invaluable contributor to the hobby, the club and all of us.

There may have been others in the past and certainly there will be someone else in the future that will use the name...but for us who knew him there will forever be only one BONDObILLY.

Bob Shaw

No Visitation – *Hawthorne Funeral Home*

<http://obit.hawthornefuneralhome.com/obitdisplay.html?id=1234397&listing=Current>

Internment at:

Sharon Gardens Cemetery

Lakeview Avenue
Valhalla, NY US 10595
914-949-0347

Service held on:

Friday, August 16, 2013 -- At 1:00 pm

Condolences may be sent to the Glass family at:

18 Lorenz Drive
Valhalla NY 10595

Upcoming Events...

Chapter Events

October 5-6: Maple Leaf Cruise, hosted by Verne and Mervis Brinsmead..

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: 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.

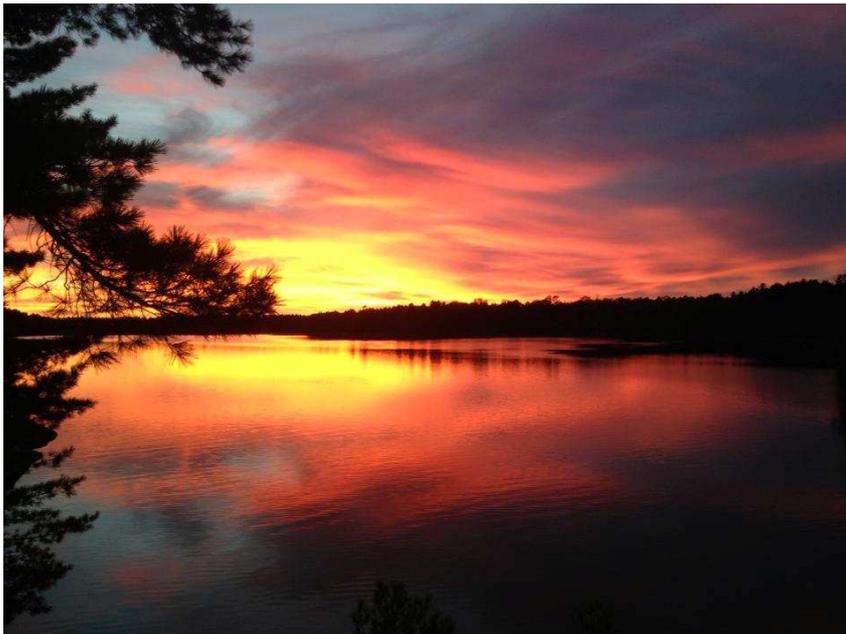
AOAI Events

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

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



Sunset at Harris Lake, courtesy of Bill Harris.

SIMPLE HOME REMEDIES

THESE REALLY WORK!! I checked this out on <http://answers.yahoo.com/question/> and it's for real!

1. If you are choking on an ice cube simply pour a cup of boiling water down your throat. Presto! The blockage will instantly remove itself.
2. Avoid cutting yourself slicing vegetables by getting someone else to hold while you chop.
4. For high blood pressure sufferers: simply cut yourself and bleed for a few minutes, thus reducing the pressure in your veins. Remember to use a timer.
5. A mouse trap, placed on top of your alarm clock, will prevent you from rolling over and going back to sleep after you hit the snooze button.
6. If you have a bad cough, take a large dose of laxatives, then you will be afraid to cough.
7. You only need two tools in life - WD-40 and Duct Tape. If it doesn't move and should, use the WD-40. If it shouldn't move and does, use the duct tape.
8. Remember: Everyone seems normal until you get to know them.

Daily Thought: SOME PEOPLE ARE LIKE SLINKIES. NOT REALLY GOOD FOR ANYTHING..... BUT THEY BRING A SMILE TO YOUR FACE WHEN PUSHED DOWN THE STAIRS.