



# *The Canadian Avanti*

Official Newsletter for the Canadian Avanti Owners Association

January – February 2014

## **Baby It's Cold Outside!**



*(Harry Clark – Tightening up his Belt!)*

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# The Canadian Avanti

The Canadian Avanti is published quarterly 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 +40 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 quarterly, participating in local CAOAI 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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## Websites:

CAOA:	<a href="http://www.canadianavanti.ca">http://www.canadianavanti.ca</a>
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## President's Message...



Well, where to start, except that it's still winter...and has been since late October. My Avanti is in an unheated shed, wood floor, high and dry, but as the usual down time is Christmas to end of February, this year is all down time. I usually do detailing through the late fall, winter, polishing Chrome, treating interior, cleaning up engine bay etc. but none of that has happened yet, and looks like it will be a while. So what to do? Don't we all share the disease of keeping Avanti Magazine, Turning Wheels etc. and pile them somewhere, rarely to be handled again as new ones arrive? I have had hours of enjoyment this winter looking back over old issues, reviving memories of featured events, friends, awards, and very pertinent information that I had simply forgotten about. I even started building my anniversary AMT model, which has been on the shelf since South Bend two years ago. Of course, now I'll have to buy another one as a 'keeper'. Then there are the books. So the silver lining is that I have re-established the interest, knowledge and history that is often exciting when first discovered, but can be just as exciting upon reflection. This also being March, it is time to start thinking and planning for upcoming events. It looks like quite a few of us will be attending Dover this summer, and there are the yearly shows, flea markets etc. which have mostly been set. For any of you coming from the East/Maritimes, instead of the horrid I-95 you might consider the Taconic Parkway through Mass. Conn. which takes you around Boston, NYC and Philadelphia. This is indeed a Parkway, and a beautiful drive through the Berkshires etc. designed in the 30's. It is well paved and maintained with stone walls, various monuments, scenic views etc. A little out of the way, but you'll still make good time without the congestion and hassle of 95. Just a thought. So we really feel for Dave and Barb Moxham in Hawaii for a few weeks, and keeping an eye out for any of the 6 or so Avanti there. Barb and daughter Chandra are in Venice Italy for a week or so, which leaves me keeping the home fires burning and looking after the pooch. Actually I think he is looking after me. He always lets me know when it's time to eat! Membership is looking good this year with some new members on board and many of you keeping in touch. So I certainly hope to see as many of you as possible this year, and hope all is up and running for you when this weather breaks.



All the best! Steve Wohleber

## Editor's Message...



“resort” plus the attention to detail, cleanliness etc. They really know how to move people and provide a first class experience. I will be going back again, and I do not like the real intense rides either!

The Avanti has been put to the bottom of the list again. I guess that is what happens when you have been reliable and only need cosmetics. We decided to do a much need make-over of the kitchen/bathroom. While every other room has been touched by me, these were the final two rooms still in their 1965 splendor and I provided Paulette with the opportunity to make them her own. We have not disagreed with any aspect yet, so we appear to be a good match! Plans are to have everything done in time for the April meeting so I hope you can come to see what we have done.

The host hotel has been filled for the July International meet. I was not able to book a room until some conflicts were resolved and now that they have been, I will now have to book with one of the alternatives. This I plan to do this week. Many members from Ontario are planning to go, so keep me informed if you are going and would like to caravan or share a room with someone.

If you have not renewed your CAO membership – why not? If you have sold your Avanti, please make sure the new owner is aware of us. If you have just lost interest – let us know. Maybe we can make some changes to make it more interesting for you and other members. After all, it is your chapter! Please ensure that you send in the form included with this newsletter to Dave Moxham and remember 2014 calendars/chapter crests are still available.



For your reading pleasure, J.G. Burns in Hamilton gave Wayne Hamilton his correspondence from the Avanti Corp when he was interested in purchasing a then new 1977 Avanti II. I will include the article reprints next newsletter.

Enjoy the rest of the winter ☺ and remember spring comes March 20!

By Mike Emmerich

# Ramblings

## Sh!t Happens again to Bill Harris:

In response to the e-mail Steve Wohleber sent us (see Upcoming Events) Bill Harris described some of the woes he had with his 1936 Ford. "You guys have certainly had some cold weather up north. I am still dealing with 1 1/2" of ice on parts of the driveway. Used a sledge hammer for a couple of days to bust some up. Today I had the whole drive sanded as a second car hoist was being delivered. They had tried unsuccessfully twice before. We were successful and all is rearranged. Didn't go so well moving the 36 Ford around. I backed out in the dark tonight and forgot I had left the Explorer there and hit it with the right rear fender. Explorer is ok but the 36 fender is bent up. Down to my body shop in Buffalo. Hope to get up north once the weather breaks a little. Cheers Bill"



Steve Wohleber later responded on Feb 2: "Bill, So sad to hear of your event with the Ford. Just to let you know that you are not alone in this kind of thing, 2 months after we purchased our used 99 Mercury Cougar back in 2001, a friend showed up from Gravenhurst to borrow my boat to go across to his cottage to retrieve something and left his truck in our drive. I was on my way to parry sound for the day and as usual, backed out of our garage and "wham" into his heavy duty steel bumper. No damage to his vehicle, but a \$500 replacement to the Cougar. S..t happens, so there you go. Nice to see the Donzi in a good home for the winter. All the best, Steve"

Hopefully the weather has been kind enough to Bill so he could take his fender off and get it repainted.



# Ramblings

## Want a new Belt? Like the one on the Title Page? Well...

Harry Clark sent me the picture and this e-mail. "Hello Mike, Had enough of the winter, I have! I found a guy who made me a belt, so far the one and only. It will be interesting if anyone notices it at the car shows. If anyone else is interested contact is:

Murray Oliver Maker, Plinker Gunleather and Special Cases, 416 569 2267,  
[maker@plinkercases.ca](mailto:maker@plinkercases.ca), [www.plinkercases.ca](http://www.plinkercases.ca)"

## Avanti Youtube Video

The links below are on Youtube. Susan Lusted, Peter Sant, Brian Chappelle and several others forwarded them to me. <http://www.youtube.com/watch?v=QGUR8USJTPo>

Brian Chappelle included this link for the commercial for a 1961 Studebaker Lark.  
<https://www.youtube.com/watch?v=YF8i4iAohjw>

Sue also sent this is the link for the Studebaker Parts Swap.  
<http://www.studebakerswap.com/swap/swap.php>

## E15 Ethanol Gas

E15 (15% ethanol) gas is now being sold in several US states. It is so corrosive that most car manufactures void warranties for problems caused by the use of E15.

In addition, the calorific value of ethanol is 30% less than gasoline so you get hit on the mileage/fuel cost as well. Ethanol can also come out of solution under some conditions, going to the bottom of the tank, so the car runs on ethanol for a while and then on gasoline, which is low octane without the ethanol.

This is briefly covered in the link below. I don't know if E15 is coming to Canada, but it should be avoided. The video warns for cars older than 2012 but any non Flex-Fuel car is affected.

<http://www.youtube.com/watch?v=ceW9Nc1hVHU>

Thanks to Ralph Hart and Brian Chappelle for sharing.

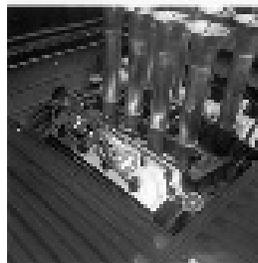
## Seniors Moment

"In an unexplained senior's moment, I put the 2014 Maple Leaf Tour in the wrong town!! It is still the EconoLodge, 265 Memorial Avenue in ORILLIA. That's closer to most folks anyway. Even better, I have a new and improved room rate. Rooms on the second floor (sealed windows, no elevator) are \$59.99, rooms on the ground floor (with a patio door to your parking space) are \$64.99. Make reservations at 1-877-326-6534, 705-326-5641 or [www.choicehotels.ca/cn704](http://www.choicehotels.ca/cn704). The blanket reservation is under Ontario Studebaker Drivers Club. Cancellation up to 4 p.m. of the day of arrival. See you there. Verne Brinsmead".

I think we all have these one time or another Barry (oops, I mean Verne)...

# Scoudouc NB 1967

My two trophies from Scoudouc in 1967, won with my 1966 396cid/360hp Beaumont SD, are dust covered on a shelf in my office, one is broken, time for the epoxy glue fix and clean them up. Oh yea, 360hp with that weight and power glide auto trans was 'A' stock automatic class, bi-runs both times so really nothing to brag about but times were high 13's with closed exhaust and street tires, one big shift/screech at about 60 mph. There's a couple pictures of that Beaumont around here somewhere but can't find them right now. Great car, rare, would be worth a lot today (where have we heard that before?).



(Sorry for picture quality – there were small files – MDE)

## YORK 2014



I attended York once again. It is the "Mecca" for all Studebaker Nuts. Along with the event being the sale and purchase of parts for our vehicles it is a social event. An opportunity to renew old acquaintances and make new friends. By the way, why do they call it a Swap Meet? We don't swap anything. I suppose we sell some unwanted old

parts to obtain money to purchase some more unwanted old parts. I guess that is swapping something!

The event was, as usual, well attended even though the weather was cold. Still the weather on Friday was much nicer than the weather in Ontario so it started to feel as though spring may be just around the corner. I got there early on Friday morning and took a few pictures. It was easy to get the photos as there was hardly anybody there. I tried later only to find the crowd got in the way so what you see is what you get.

The outside vendors were few and far between compared to previous years. The cool weather and threats of snow deterred some vendors I am sure. Cars for sale again were few but what was there was excellent quality and bargains were had. For instance a white 1964 Daytona Convertible with an R2 Package sold for the asking price of \$13,500.00 within minutes of arrival. It was a beautiful car.



By Peter Sant

# My Name is Verne

My name is Verne and I'm a Studeholic. Now that I've confessed my addiction, I'm not certain I want to do anything about it. This soul searching began when Eldon asked to do a bit on why I drive a Studebaker. Briefly, I bought a Studebaker because it was all I could afford, and I'm still driving them more than half a century later because they are dependable, economical, fun and "Different - by Design". The tale goes much farther back, though, so we should begin at the beginning.

In the closing years of the First Century B.S. (Before Studebakers) I was a fairly normal kid growing along Highway 26/27 north of Barrie in a rural home now part of a strip mall. My best friend, Billie, lived across the highway on a farm, now a Big Box Store, and we both attended Cundles Public School, a one room brick schoolhouse where eight grades were taught by one teacher. There is a CIBC there now and the quiet highway is a tangled mess of traffic called Bayfield Street and the dirt track of Cundles Road is a four lane thoroughfare. The Village of Cundles is history and I weep.

The summer Billie and I were seven years old, his Dad made a clandestine pact with us. If we would be useful around the farm in the morning, we could have the clapped-out old Chevy farm truck to go back to "The Other Farm" in the afternoon. Not exciting you say? "The Other Farm" was back one Line, up two Concessions and backed on remote Little Lake. Little Lake is still there - you can see it if you look north from Highway 400 at Duckworth Street but it is now a tract of expensive lakeside homes. In exchange for the use of the truck we swore on a stack of cow pies never to tell our mothers.

Now seven year olds aren't tall enough to reach the pedals from a truck seat so we developed team work. One kid would hang from the steering wheel, brace his butt against the seat and work the pedals while the other kid shifted gear as required. Little steering was needed on straight roads with no traffic. So many a lazy summer afternoon was spent enjoying Bare Ass Beach. But someone was sleeping - us.

"The Other Farm" was owned by Billie's Dad and operated by a share-crop tenant farmer. We never really caught on to the fact that the old truck was always loaded with something when we left "The Front Farm" and we were to leave in the other barnyard while we walked to the lake or took the old Cub tractor if it was available. The load somehow always changed before the trip back, meaning that our servitude continued into the afternoon. Either "Big Bill" was unaware of child labour laws or he chose to ignore the situation, likely the latter. "Big Bill" learned a lot from reading Tom Sawyer.

This ended abruptly that fall when my parents moved to Niagara-on-the-Lake. There were live cops on the streets and an OPP constable a few doors down the road so my days behind the wheel came to a screeching halt, at least temporarily. And so ended the First Century B.S., setting the stage for the New Millennium. But that's fodder for the next chapter. Be sure to tune in next issue. To be continued.....

## Avanti A/C Upgrade - Part II

Part I was basically an explanation of why I decided to upgrade to a 134A from the old R12 system. Now I'll cover the fun I had replacing the compressor seal, getting hoses and installation of the new components.

I removed the old A/C hoses and dryer then plugged the connections to the compressor, evaporator and cooler to minimize the moisture entering the system. I should note that there was very little refrigerant so it wasn't necessary to evacuate the system. If the system was still partially charged with R12 coolant I would have had the system evacuated before removing the hoses.

I found a local National Radiator shop that was willing to make a new set of hoses. The old hoses were of different dimensions than what is used today so they were not able to use the old fittings. They were able to find replacement fittings which were good but, the down side is they were quite expensive. In the end the three hoses and fittings totaled something over \$300.

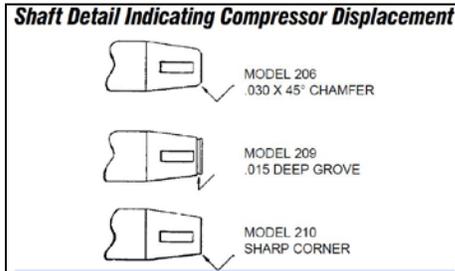


New hose double clamp fittings to ensure perfect seal

The next problem was to find a new dryer. Everything I have read recommends that a new drier be installed if the system is opened or air leaks into the system. The available driers I found all came in at over \$100 plus shipping. I discussed this with the National Radiator shop and they couldn't source me a drier but, they suggested I check with a local commercial A/C equipment supplier a few blocks away. When I showed them the old drier and told them it was for a York compressor they were able to take one off the shelf for me and best of all it was \$25 plus tax.

# Avanti A/C Upgrade - Part II

While I was working on the hoses and drier I also checked into a new compressor seal. I contacted with Jon & Betty Myer and they said that they sourced seals from Classic Auto Air Manufacturing in Tampa Bay, FL.



There are three types of seals for the size of York compressor in the Avanti. You can tell the particular style by the shape of the end of the compressor shaft. With this information I contacted Classic Auto Air and they sent me a new shaft sealing kit plus an adapter kit for the York compressor connections so it could be charged with 134A refrigerant.



134 A adapters in place—the bottom one has its cover cap in place



The kit includes a new cover plate, a cover plate seal, a shaft seal, a carbon shaft seal and a shaft tension spring.

## Avanti A/C Upgrade - Part II

At this point I followed the York manual instructions and installed the seal kit (the manual is available on-line at:

<http://www.tccimfg.com/docs/2CylinderServiceManual.pdf>.

Next I re-installed the compressor and then the new hoses and drier.

Everything installed fine except for the high pressure hose from the compressor to the evaporator. It appeared to be the same length as the old hose but it was just a little tight in the install for some reason. If I was doing this again I would ask that the new hoses were made perhaps 1/2" longer to make sure this didn't happen. Nevertheless, with an adjustment to the inner fender mounting bracket the hose installed satisfactorily.

So now it was off to the local garage to have the new 134A adapters installed and then to have the system evacuated and charged but, it was not to be. The system couldn't be evacuated. There was a significant leak and it pointed to the shaft seal on the compressor.

With the compressor back on the bench I removed the outer cover. I saw that at one point around the cover seal the Estor oil used in the assembly was blown completely away.

After a lot of measuring and head scratching I discovered that the depth of the seal groove in the new cover plate was about .001-.002 deeper than the old plate. This was obvious to the eye when looking across the flat of the plate with the seal in place. Not much difference but the tolerances are tight in this design. The seals themselves seemed about the same thickness. So I re-assembled the unit using the new seal and the old plate. The problem may lie in my compressor housing where the cover plate mounts. There are marks from other work in the past and it may have been just a little too much for the new gasket and plate to seal properly.

I didn't want to do a re & re on the compressor again so using the old hoses, I sealed both of the compressor connections and then took the compressor to the garage to be tested. And this time there was happy news - the compressor held the vacuum when it was evacuated.

# Avanti A/C Upgrade - Part II

I then re-installed the compressor and made an appointment for the recharge. But this time the Avanti decided it didn't want to move. Turned the key and not even a click. To shorten the story a bit, by the time I tracked the problem to a bad battery (it was 9 or 10 years old) it was too late in the season and winter's snows lay all around.

I hope to report back good news on 134A recharge early next spring. In the meantime it's important to note that a charge of 134A in an R12 system will take less refrigerant. The conversion notes from the York Manual follow.

Retro Fit Procedures—The P.O.E. (Ester) lubricant is approved for use in R-134a Climate Control 2-cylinder compressor (York) systems. It may not be suitable in other compressors. Use for oil additions in R-134a systems or for retrofitting of R-12 systems. RETROFIT PER VEHICLE MANUFACTURER RECOMMENDATIONS and in accordance with SAE J1661, J1660, J1639, J1629, J2197 and J1989. Barrier hoses are required for R-134a systems. Heavy-duty vehicles equipped with these hoses can normally be retrofit by following these guidelines:

1. Diagnose and repair all A/C system malfunctions, (Flush system only if contamination exists).
2. Recover the R-12 refrigerant.
3. Remove compressor and drain oil from sump.
4. Replace receiver/dryer with one containing XH-7 or XH-9 desiccant.
5. Change high and low side service ports to R-134a type by using adapters, new service valves, etc., per SAE J1660.
6. Add 14 fl. ounces of RETRO-FIX II P.O.E. (Ester) oil to compressor and install on vehicle.
7. Evacuate system (45 minutes, minimum).
8. Charge system with R-134a. (Usually 15-20% less R-134a by weight will fully charge an R-12 system.)
9. Leak test system.
10. Run system to confirm normal operation.
11. Install label to identify that the system has been retrofit per SAE J1660.

## A HANDY GARAGE ITEM

I got a birthday present from my son a couple of years ago which turned into one of the most used tools in my garage. I am talking about an electric impact gun and matching socket set. (picture below).

For many years I have had an air powered impact gun but my compressor is a gasoline powered unit which sits outside for obvious reasons. Using it in adverse weather is not practical and dragging around air hoses is a bit of a chore. The electric unit is quite versatile. It has worked on almost every rusty nut and bolt on the 64 Champ when installing the power steering stuff. It is handy for removing wheel nuts and tightening same **BUT BE CAREFUL HERE**. Do not use any impact gun to fully tighten wheel nuts. My air powered impact gun puts out 450 foot pounds of torque which is more than enough to make it impossible to remove a wheel nut by hand if you need to change a tire on the road. Similarly the electric unit has a torque maximum of 275 foot pounds. Again too much to use to tighten a lug nut. What I do is start a wheel stud with my fingers then use the electric gun to seat the lug nut then lower the vehicle and use a torque wrench set at 85 foot pounds to finish the tightening.

The electric impact gun must be used with the correct impact sockets. These are special six point sockets which are black in colour and are specially hardened material. Use only these sockets with any impact wrench.

If you find an electric impact gun and socket set that is on sale at Canadian Tire I strongly recommend purchasing one.



## THE RIGHT TOOL

Most of us have encountered that rusty nut or bolt on the vehicle that we are working on at one time or another. Using the wrong tool can aggravate the problem. Below are pictures of the right tool to use on a rusty nut or bolt. Always use a "six" point socket as opposed to a 12 point one. Never use an open end wrench unless absolutely unavoidable. Six point sockets fit securely on rusty nut or bolt heads with very little chance of rounding off corners.



On another matter but still on the topic of the right tool to use, we often encounter the need to cut a heater hose or any other type of hose around the house or on your vehicle. Having the right tool will save you a lot of grief. They are called "Hose Cutters" They do a fantastic job of making a clean straight cut with no frayed parts. I bought mine at the local TSC store for around \$35.00 and it is a "Milwaukee" brand. Similar tools can be had at NAPA store, probably for half the price that I paid but then I look for quality.





# MOTOR CORPORATION

765 SOUTH LAFAYETTE BOULEVARD  
P. O. BOX 1916  
SOUTH BEND, INDIANA 46634

Telephone: Area Code 219/287-1836

October 2, 1975

Mr. J.G. Burns  
131 Laurcer A  
Hamilton, Ontario  
CANADA

Dear Mr. Burns:

In response to your request for information on the Avanti II, we are enclosing literature together with the latest price list.

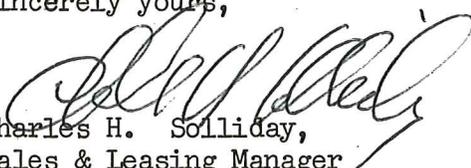
At the present time we do not have a dealer in your area, however, we are in a position to invite you to deal directly with the factory, if you are interested in considering the purchase of an Avanti II.

In order to effect a transaction of this type, I have included a questionnaire for you to complete and return to us. The information you provide on this form will enable us to show you the price of the Avanti II, as well as give you a bona fide trade-in price for your present car, which we will take in trade. The completion of this questionnaire does not obligate you in any way.

Upon receipt of the completed questionnaire, we will forward a purchase proposal to you for your consideration, as well as provide you with other ordering information.

Thank you for your interest and we look forward to receiving the completed questionniare. If you have any questions pertaining to our automobile, please do not hesitate to let us hear from you.

Sincerely yours,

  
Charles H. Solliday,  
Sales & Leasing Manager

CHS:dw  
enc.

P.S. We can not accpet trade-ins from Canada.



J.A.G.  
AUTO ENTERPRISES LIMITED

1910 Eglinton Avenue East  
Scarborough, Ontario. M1L 2L9  
Telephone 416 - 752 - 7226

# Avanti II Highlights

## CONSTRUCTION

Reinforced fibreglass corrosion resistant body on heavy duty X-member steel frame. Each car individually assembled by a team of skilled automobile mechanics assigned total responsibility for its unexcelled quality. Final inspection includes a 200 mile road test.

## PERFORMANCE

The new 400 cubic inch Avanti engine built by General Motors gives **spectacular** response. Careful attention to suspension, weight and centre of gravity provides sensational manoeuvrability with comfort and safety.

## COMFORT

The insulating qualities of the fibreglass body provides unusually quiet and vibration-free operation. Internal appointments add to ultimate driving luxury.

## SAFETY

Front caliper power disc brakes and new duo-servo self-adjusting rear brakes produce up to 40% more stopping power than conventional brakes. The rugged fibreglass body shrugs off blows that would dent steel and absorbs much of the force of collision. A racing type steel roll-bar further protects the occupants. Seat design, padded impact areas, recessed switches, cone door locks etc. complete the safety package.

## SPECIFICATIONS

## STANDARD EQUIPMENT

## OPTIONAL EQUIPMENT

Overall Length.....197.5"	Heater & Defroster	F-78 Belted Tires	Power Steering
Overall Width.....70.4"	Vacuum Pressure Gage	Wheel Disc—Hub Cover	Electric Windows
Overall Height.....54.0"	Day-Nite Mirror	Interior Matching Paint	AM-FM Stereo Radio
Wheelbase.....109.0"	Padded Rollbar	Electric Clock	Rear Window Defogger
Shipping Weight.....3,250	Dual Exhaust System	Vanity Tray	Boat Trailer Hitch
Turning Diameter (curb to curb).....37.5"	Deluxe "Vinyl" Trim	Reserve Coolant System	Cruise Control
Headroom/front-rear.....36"-34.5"	400 Cubic-Inch GM Engine		Electric Sun Roof
Legroom/front-rear.....47"-36.25"	GM Turbo-Hydramatic		Sunband in Windshield and Rear Windows
Hiproom/front-rear.....49.5"-47.5"	"Command Center" High Back Bucket Seats		Decorator "Fabric" Interiors
Shoulder-room/front-rear.....52.5"-51.5"	Power Brakes—Disc Caliper Front		Deluxe "Vinyl" Interiors
Bore & Stroke.....4.126 x 3.75	Bendix Duo-Servo Rear Brakes with Self-Adjusting Proportioning Valve in Systems		Genuine "Suede and Leather" Interiors
Piston Displacement.....400 cu. inch	Acrylic Lacquer Paint—Any Automotive Color		Luxury Shag and Plush Home Carpets
Compression Ratio.....8.5-1	Electric Windshield Washers		Radio—Delco Transistor AM
Horsepower.....245 @ 4400	160 Mile Speedometer and Tachometer		Stereo Tape Player (Console or Compartment Mount)
Torque—400 Cu. Inch.....390 @ 2400	Windshield and Rear Glass Solex Treated		Rear Seat Speaker (With Delco Radio Only)
To continue its program of quality and design improvement, the manufacturer reserves the right to change specifications, designs or prices without notice and without incurring obligation. Information contained herein is from data available at time of printing.	All Instrument—Direct Reading		"Lucas" Fog or Driving Lights (2)
	Front Hydraulic and Rear Supported Bumper Guards		Twin Traction Differential
	Antenna Mounted in Rear Window Molding		Magnum "500" Chrome Wheels with Bullet Hubs
			"Borrani" Wire Wheels (5) with Knock-off Hubs
			Premium Radial White Side Wall Tires

# ? ~~AVANTI~~ ?

## 1. WHY BUY THE AVANTI II?

For many reasons - one being that the Avanti II offers the American Motorist today the only custom built, handcrafted, prestige automobile with modern design, engineering and performance.

## 2. DOES THE AVANTI II DESIGN CHANGE NOTICEABLY FROM YEAR TO YEAR?

No. Our policy is one of constant improvement and running changes with no model changeover. Our objective is not to change the Avanti's exciting appearance, but rather to continually improve upon its already remarkable ride, performance and safety characteristics.

## 3. HOW DOES THE AVANTI II STACK UP, WHERE RESALE IS CONCERNED?

The Avanti II presently enjoys the highest resale value in the industry. Early Studebaker models, 1963 and 1964, currently sell for \$3,000-\$3,500. 1966 Avantis \$4,000-\$4,500. 1967s up to \$5,000. These figures are not estimates, but actual figures based on daily sales.

## 4. WHY DOES THE AVANTI II HOLD ITS VALUE SO WELL?

Design. Construction. Quality. A fiberglass body. These factors contribute heavily to the high resale value of the Avanti II. In addition, our policy of no annual model change and limited production tend to eliminate much of the rapid deterioration of value other cars experience.

## 5. WHAT ABOUT WARRANTY SERVICE?

Our factory warranty consists of 12,000 miles or 12 months. However, because the Avanti II is a custom built, limited production automobile, we are vitally interested in each car we build. As a result, you will experience a degree of factory interest in your needs unlike any you have heretofore been exposed where automobiles are concerned. The difference in our warranty service is most appealing, inasmuch as no dealer is requested to handle the service on a warranty basis. He is authorized to perform all services and is either paid directly by Avanti Motor Corporation or the customer is reimbursed for these services. This is most inviting to the servicing dealer, as it eliminates the necessity for him performing services that may or may not be accepted on factory warranty. Our policy of replacing components such as alternators, carburetors, transmissions, rear axle assemblies, starters, etc. is more acceptable to the owner and servicing dealer.

## 6. WHERE IS MY NEAREST DEALER?

Our limited production does not require a large dealer organization and, in addition, we have found few dealers who are acceptable and prepared to give our automobiles the fine attention to detail that we deem necessary. We do have dealers strategically located around the country, but a large number of our owners find it a distinct advantage to deal directly with us.

## 7. WHERE CAN I OBTAIN SERVICE?

There are no tricky peculiar mechanical parts in the Avanti II and our owners have experienced little difficulty in obtaining local service. As an example, the drive train with GM 400 cubic inch engine and turbo-hydrumatic transmission, can be serviced at any GM dealer. Due to a number of reasons, one being our break-in testing prior to delivery, our owners do not experience the normal malfunction, rattles, poor fit and other annoyances usually associated with new cars. Of course, the owners in our area return to us for service work. In addition, many of our customers from across the country, bring their cars in every 2 or 3 years for a complete checkup and refurbishing to like new condition by factory experts.

## 9. WHAT INTERIOR AND EXTERIOR CHOICES DO I HAVE?

The interior of your Avanti II will be built to your specifications. You will make your selection from the finest Canadian suedes, genuine leathers, Raphael vinyls and an endless selection of decorator fabrics that include: striped and crushed velvets and Belgium imports. Your feet will rest comfortably on the finest deep pile "plush" or "shag" carpeting, tastefully created by such famous names as Bigelow, Lee's and World Carpets. Outside, your Avanti II will be covered with 10 coats of the finest automotive lacquer available, with hand sanding between coats. Before delivery, your car will be hand rubbed and waxed. Once again, the color choice is yours. Simply tell us your desire.

## 10. HOW LONG WILL IT TAKE TO BUILD MY CAR?

Normally about 6-8 weeks, however, with our present order backlog, it is necessary to quote 10-12 weeks delivery. Each Avanti II is hand built, water and road tested before delivery. No car is allowed to leave the factory until it is as perfect as man can make it.

## 11. HOW IS DELIVERY MADE?

Many of our cars are delivered to our customers at the factory and owners have expressed to us their pleasure in being able to see first hand the excellent care and attention that goes into the building of their car and we in turn thoroughly enjoy meeting the people driving our product. We do have trained technicians who can deliver your car to you personally, or it can be shipped by commercial carrier.

## 12. ANY OTHER QUESTIONS?

Drop us a line or better yet, call us now at (219) 287-1836. We welcome the opportunity to answer any and all questions you might have so that you can soon become a part of the Avanti Family.

# AVANTI MOTOR CORPORATION

765 SOUTH LAFAYETTE BLVD. / P.O. BOX 1916 / SOUTH BEND, INDIANA 46634 / TELEPHONE: AREA CODE 219 / 287-1836

## HOW TO BUY A 1977 AVANTI II

Your answers to the following questions will enable us to return, at no obligation to you, a firm trade-in proposal.

**FIRST, Describe Your Present Automobile:**

Year \_\_\_\_\_  
 Make \_\_\_\_\_  
 Model \_\_\_\_\_  
 Style \_\_\_\_\_  
 V8 \_\_\_\_\_  
 C.I. \_\_\_\_\_  
 6 Cyl. \_\_\_\_\_

**CHECK The Following Eqpt.:**

Automatic Trans. \_\_\_\_\_  
 Manual Trans. \_\_\_\_\_  
 Power Steering \_\_\_\_\_  
 Power Brakes \_\_\_\_\_  
 Air Conditioning \_\_\_\_\_  
 AM Radio \_\_\_\_\_  
 AM/FM Stereo Radio \_\_\_\_\_  
 Leather Upholstery \_\_\_\_\_  
 Power Window \_\_\_\_\_  
 Electric Seats \_\_\_\_\_  
 Tilt Steering Wheel \_\_\_\_\_  
 Sunroof \_\_\_\_\_  
 Moonroof \_\_\_\_\_

**CONDITION - Indicate:**  
 Good Fair Poor

Upholstery \_\_\_\_\_  
 Mechanical \_\_\_\_\_  
 Tires \_\_\_\_\_  
 Bumpers \_\_\_\_\_

**CAR SOLD NEW FOR \$** \_\_\_\_\_

**PRESENT MILEAGE** \_\_\_\_\_

**IF YOU OWN AN AVANTI, DOES IT HAVE:**

\_\_\_\_\_ Round or  
 \_\_\_\_\_ Square  
 \_\_\_\_\_ Headlights

\*Tinted Glass is recommended when ordering Air Conditioning.

**SECOND, To order a new Avanti II, check desired options. Factory Delivered Price F.O.B. South Bend, Indiana including 350 cu.in. GM Engine, with Hi-Energy Ignition System, Automatic Transmission, Special Exterior and Interior Paint.**

BASIC CAR...\$13,695.00

Exterior Color \_\_\_\_\_

**OPTIONAL EQUIPMENT:**

Power Steering .....	100.00	_____
Tilt Steering Wheel .....	100.00	_____
Electric Sunroof .....	695.00	_____
Electric Moonroof .....	995.00	_____
Air Conditioning .....	425.00	_____
Electric Windows .....	100.00	_____
Electric Door Locks .....	100.00	_____
Sunband in Windshield .....	25.00	_____
*Tinted Side Windows .....	25.00	_____
Decorator Fabric or Custom Vinyl Interiors .....	100.00	_____
Contemporary Imported Fabrics .....	300.00	_____
Genuine Leather and Suede Interiors .....	900.00	_____
Luxury Shag and Plush Home Carpets .....	100.00	_____
AM/FM Stereo Radio w/4 Spkrs. - Frankfort Blaupunkt	250.00	_____
Berlin Combo Ultra Super Solid State Signal Seeking		
Radio, Cassette Tape Player & Recorder - Electric		
Antenna .....	1,200.00	_____
Stereo Cassette Tape Player (Console Mount Only) ..	200.00	_____
Stereo 8-Track Tape Player (Console or Glove Com-		
partment Mount) .....	150.00	_____
Rear Electric Antenna .....	50.00	_____
Internal Control Mirror - Left Side .....	25.00	_____
Right Side Fixed Mirror .....	15.00	_____
"Cibie" Fog or Driving Lights (2) .....	60.00	_____
Removable Type Wire Wheel Covers .....	200.00	_____
Borrani Wire Wheels (5) with Knock-Off Hubs .....	1,450.00	_____
Premium Radial White Side Wall Tires .....	250.00	_____
Door and Fender Protectors .....	25.00	_____
Boat Trailer Hitch (Chrome Plated) .....	50.00	_____
Cruise Control .....	125.00	_____
Removable Front or Rear Seat Center Arm Rest		
Vinyl or Fabric .....	25.00	_____
Leather or Suede .....	50.00	_____
Genuine Wood Veneer Dash and Console Panels .....	250.00	_____
Luxury Carpet in Trunk .....	50.00	_____
Electric Trunk Release .....	50.00	_____
Luggage Rack .....	100.00	_____
Rear Window Electric De-Icer .....	100.00	_____
Sound Deadener (only as silencer) .....	40.00	_____

- Upon receipt of this questionnaire we will furnish a bona fide order proposal indicating the cost of your Avanti II - less trade.
- Upon acceptance of our trade-in proposal, we will then call to discuss your interior and exterior fabric and paint selections.
- Delivery of your car may be made at the plant at price quoted . . . or an Avanti technician can effect delivery at your home. Rates for delivery to your home: East coast - not to exceed \$150.00, West coast - not to exceed \$400.00.

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ BUSINESS TELEPHONE \_\_\_\_\_

RESIDENCE TELEPHONE \_\_\_\_\_



HOW TO BUY A 1975 AVANTI II

Your answers to the following questions will enable us to return, at no obligation to you, a firm trade-in proposal.

FIRST, Describe Your Present Automobile:

Year \_\_\_\_\_
Make \_\_\_\_\_
Model \_\_\_\_\_
Style \_\_\_\_\_
V8 \_\_\_\_\_
C.I. \_\_\_\_\_
6 Cyl. \_\_\_\_\_

CHECK The Following Eqpt.:

Automatic Trans. \_\_\_\_\_
Manual Trans. \_\_\_\_\_
Power Steering \_\_\_\_\_
Power Brakes \_\_\_\_\_
Air Conditioning \_\_\_\_\_
AM Radio \_\_\_\_\_
AM/FM Stereo Radio \_\_\_\_\_
Leather Upholstery \_\_\_\_\_
Power Windows \_\_\_\_\_
Electric Seat \_\_\_\_\_
Tilt Steering Wheel \_\_\_\_\_
Sunroof \_\_\_\_\_
Moonroof \_\_\_\_\_

CONDITION - Indicate: Good Fair Poor

Upholstery \_\_\_\_\_
Mechanical \_\_\_\_\_
Tires \_\_\_\_\_
Bumpers \_\_\_\_\_

CAR SOLD NEW FOR \$ \_\_\_\_\_

PRESENT MILEAGE \_\_\_\_\_

IF YOU OWN AN AVANTI, DOES IT HAVE:

Round or Square Headlights

\*Tinted Glass is recommended when ordering Air Conditioning.

SECOND, To order a new Avanti II, check desired options. Factory Delivered Price F.O.B. South Bend, Indiana including 400 cu.in. GM Engine, with Hi-Energy Ignition System, Automatic Transmission, Special Exterior and Interior Paint.

BASIC CAR ... \$11,445.00

Exterior Color \_\_\_\_\_

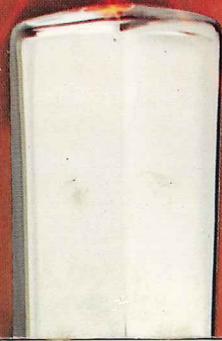
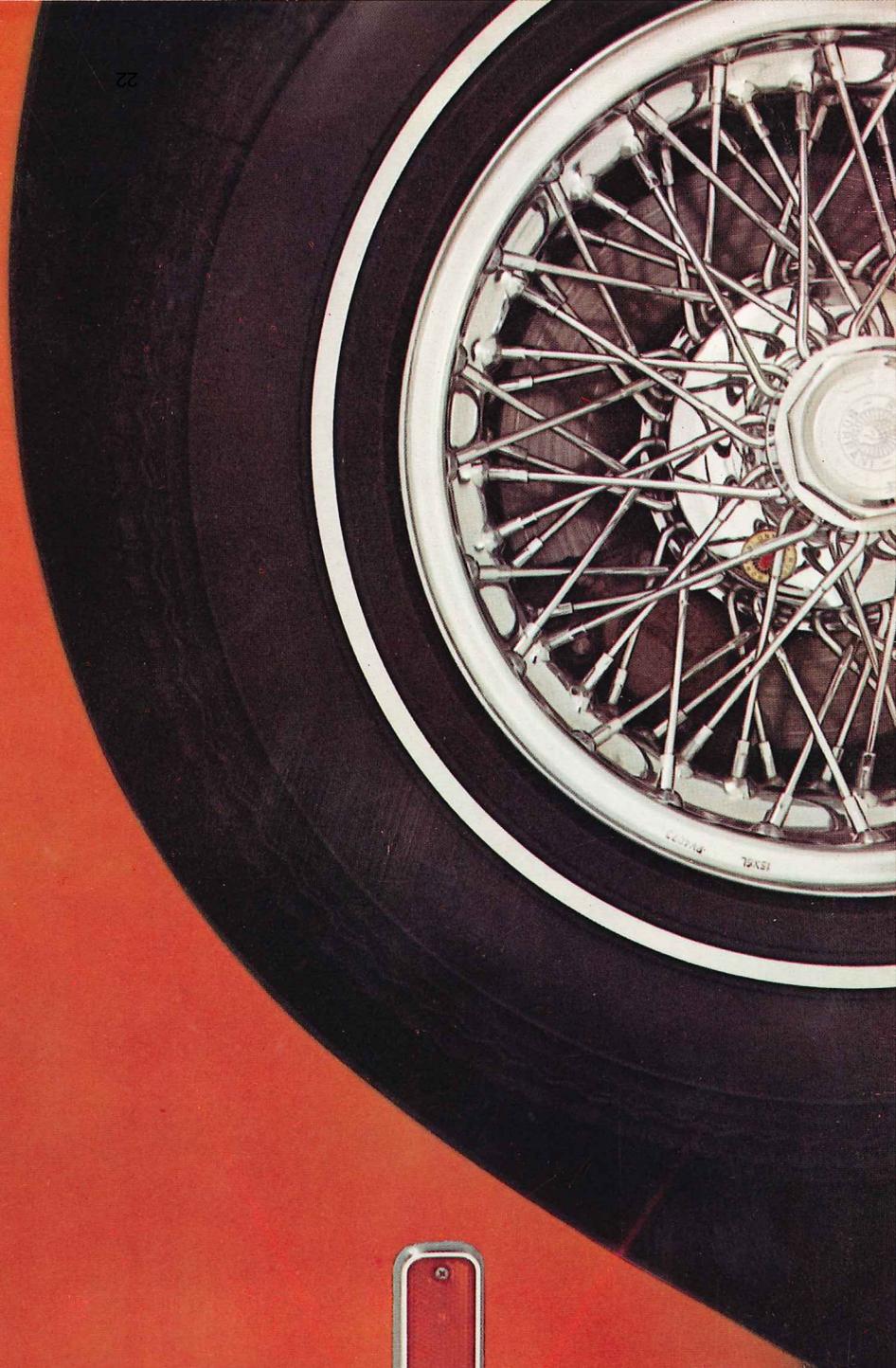
OPTIONAL EQUIPMENT:

Table with 2 columns: Equipment Name and Price. Includes items like Power Steering (100.00), Tilt Steering Wheel (100.00), Electric Sunroof (695.00), Air Conditioning (425.00), Electric Windows (100.00), Electric Door Locks (100.00), Sunband in Windshield (25.00), \*Tinted Side Windows (25.00), Decorator Fabric or Custom Interiors (100.00), Contemporary Imported Fabrics (300.00), Genuine Leather and Suede Interiors (900.00), Luxury Shag and Plush Home Carpets (100.00), AM/FM Stereo Radio w/4 Spkr - Frankfort Blaupunkt (250.00), Berlin Combo Ultra Super Solid State Signal Seeking Radio, Cassette Tape Player and Recorder (1,000.00), Stereo Cassette Tape Player (Console Mount Only) (200.00), Stereo 8-Track Tape Player (Console or Glove Compartment Mount) (150.00), Rear Electric Antenna (ordered cars only) (25.00), Automatic Electric Up & Down Antenna (75.00), Internal Control Mirror - Left Side (25.00), Right Side Fixed Mirror (15.00), "Lucas" Fog or Driving Lights (2) (60.00), Twin Traction Differential (100.00), Koni Shock Absorbers (100.00), Magnum "500" Chrome Wheels (5) with Bullet Hubs (250.00), Borrani Wire Wheels (5) with Knock-Off Hubs (1,450.00), Premium Radial White Side Wall Tires (250.00), Door and Fender Protectors (25.00), Boat Trailer Hitch (Chrome Plated) (50.00), Cruise Control (85.00), Removable Front or Rear Seat Center Arm Rest (Vinyl or Fabric) (25.00), Leather or Suede (50.00), Genuine Wood Veneer Dash and Console Panels (250.00), Luxury Carpet in Trunk (50.00), Luggage Rack (100.00), Electric Trunk Release (50.00), Rear Window Electric De-Icer (100.00), Sound Deadener (only as silencer) (40.00)

- Upon receipt of this questionnaire we will furnish a bona fide order proposal indicating the cost of your Avanti II — less trade.
• Upon acceptance of our trade-in proposal, Mr. Altman will call to discuss your interior and exterior fabric and paint selections.
• Avanti Motor Corporation will handle all paperwork and financing as well, if you desire.
• Delivery of your car may be made at the plant at price quoted . . . or an Avanti technician can effect delivery at your home. Rates for delivery to your home: East coast — not to exceed \$150.00, West coast — not to exceed \$350.00.

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ TELEPHONE \_\_\_\_\_





# Avanti II

Enter a world of limitless time.

As each body is created, a chassis is being built-up . . . with every component assembled and added by hand, for it is the hands of man, that make the difference.

Power tools and automation cannot duplicate the concern for detail that is transmitted from the mind of man, to his fingertips.

Picture if you will, 114 fiberglass components, assembled with such care that it will take some ninety hours to prepare a raw body for painting.

Once prepared, ten coats of lacquer, with hand sanding between each coat, is applied . . . producing a body so perfect, it is impossible to tell it from steel.

As hands lift and mate body to chassis, others are preparing the interior appointments.

Underfoot, one may select from the finest in decorator carpeting, both "shag" and "plush."

Glove soft leathers, imported suedes, the finest in fabrics, wools and luxurious crushed velvets . . . assembled from the four corners of the world, are being cut and hand sewn, producing the last word

in interior design.

Upon completion, each Avanti II is water-tested and broken-in at the factory, until the finished product is as perfect as the hands of man can make it.

In a world where sameness is a way of life, Avanti II is a masterpiece . . . a limited edition, produced each year for a handful of individuals . . . men and women that appreciate the ultimate in "the state of the motoring art."

Words cannot describe or do justice to the "experience" that awaits the fortunate few that will make this, their year to enter Avanti's world!

# Avanti II

"Avanti II . . . sophistication in motion. The Rolls Royce of the sports car world."

Quality Magazine

"Getting it right means that some 1,000 hours of labor go into each car, as opposed to 65 to 100 hours embodied in the conventional Detroit product."

Newsweek Magazine

"Someone should tell Nate Altman that he is doing it all wrong. That it is impossible for anyone to be hand-building sinfully exciting automobiles in this sterile age of mass production."

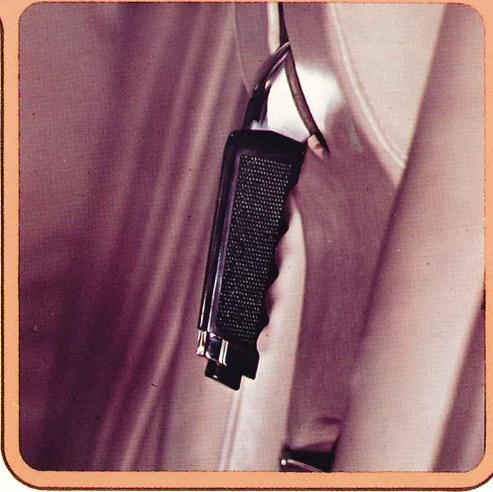
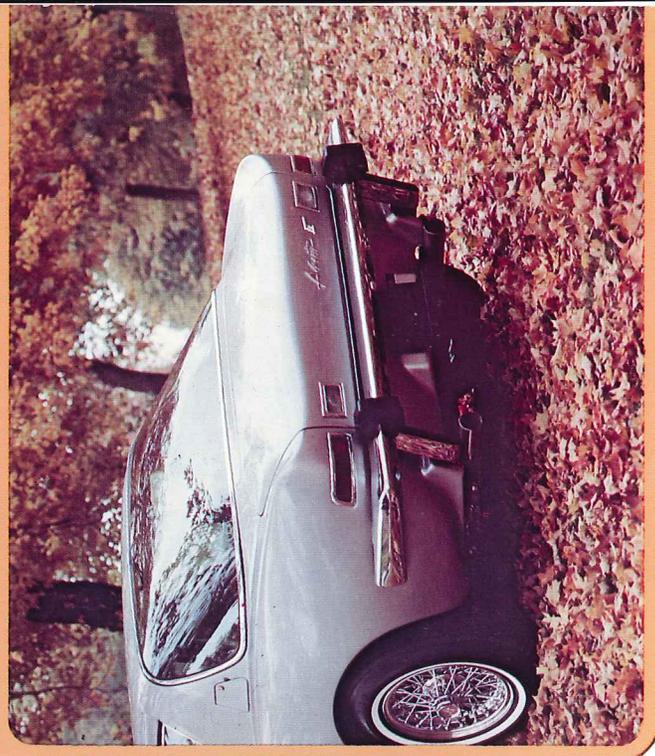
Gallery Magazine

"If it takes 20 minutes or 2 hours for one task, that is how long it takes. Try it in Detroit and you would be thrown out as a reactionary. Anything that isn't perfect is fixed or replaced."

Motor Trend Magazine

"Some people in South Bend, Indiana still think Nathan D. Altman is crazy. He has resurrected a ghost car, a loser before its death, and turned it into one of the world's most desirable automobiles."

Esquire Magazine



**Rogue Pecan Luxury Vinyl  
Adventure Walnut Shag Carpet**

**Natural Tan Genuine Leather  
Imperial House Saddle Shag Carpet**

**Spirit of '76 Gunmetal Grey Luxury  
Vinyl Trim with Rossi Silver  
Crushed Velvet Inserts  
Adventure Charcoal Shag Carpet**

**Oyster White Genuine Leather  
Adventure Russet Shag Carpet**

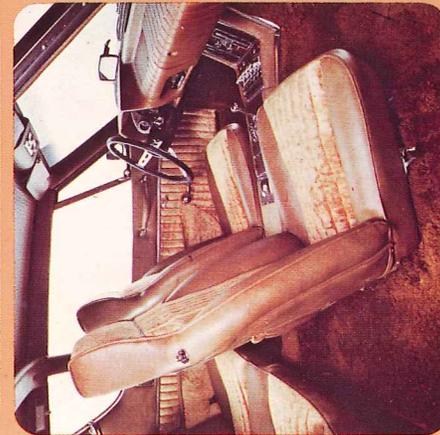
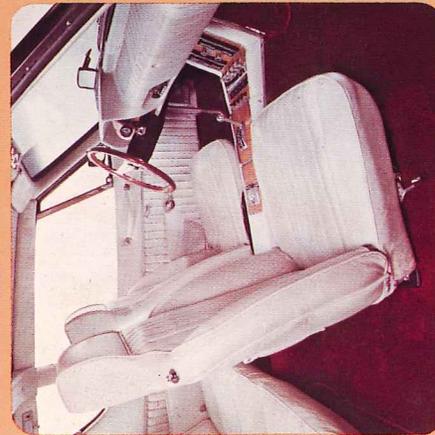
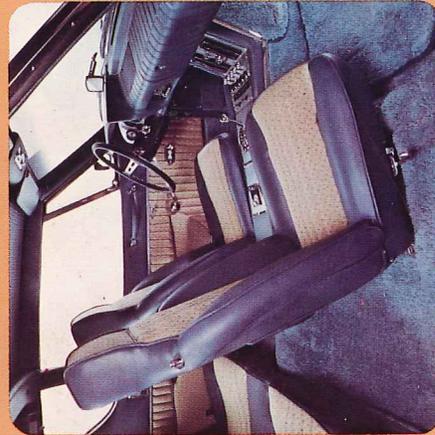
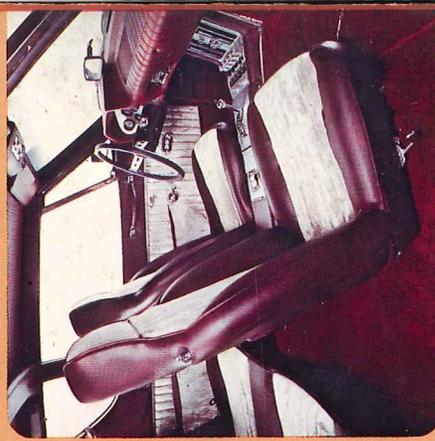
**Spirit of '76 Williamsburg  
Luxury Vinyl Trim with Colonial  
Blue and Gold Fabric Inserts  
Adventure Bluebell Shag Carpet**

**Gladstone Oxblood Luxury  
Vinyl Trim with Regal Ecru  
Crushed Velvet Inserts  
Adventure Burgundy Shag Carpet**

**Gladstone Gold Luxury Vinyl Trim  
with Nugget Gold Crushed Velvet Inserts  
Antique Brass Shag Carpet**

**Smoke Genuine Leather Trim with  
Medium Brown Suede Leather Inserts  
Imperial House Saddle Shag Carpet**

**Gladstone Bittersweet Luxury Vinyl  
Delta Rust Shag Carpet**



**FOR INFORMATION WRITE:  
N. D. ALTMAN, PRESIDENT  
AVANTI MOTOR CORPORATION  
765 S. LAFAYETTE, P.O. BOX 1916  
SOUTH BEND, INDIANA 46634  
219/287-1836**

**Avanti II**

# Upcoming Events...

## Chapter Events

June 7-8, 2014: Fleetwood Cruizein, London ON. Can we break nine Avanti? For more information, contact Mike Emmerich.

Meetings for 2014: April 26 – Badenoch Swap Meet, Tour to St Jacobs.  
April 27 – Meeting hosted by Mike Emmerich.  
July-August – Meeting hosted by Bill Harris, TBA.  
September – Meeting hosted by Wayne Hamilton and Sharon Pearce, TBA.  
November 29 – Hamilton Chapter Christmas Party.  
November 30 – Meeting hosted by Larry and Barb Gibson.

## 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)

October 3-4, 2014: Ontario Chapter SDC Maple Leaf Tour. Information available in last newsletter with an update under Ramblings. Verne Brinsmead is the contact for more information.

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

### **January 21:**

What can I say...Barb and Hazard doing exercises and me warming my hands in front of the fire. Another blizzard on Sunday January 19 and 40 below last night. Today's high 10 below. I'm starting to get jealous of Hazard and Barb keeps turning off the TV and putting out the fire!!! Hope all's well with you and we hear you're having quite the winter as well. May as well have a laugh as nothing else seems to work – Steve Wohleber.



## KEEPING A SHARP MIND IN RETIREMENT

As we slowly move through retirement, we need to keep ourselves occupied with small projects.....Like this guy.



I know, I saw it right away too.... No safety glasses or hearing protection. And I caught something else that is really important: he has no gloves on. I might be up in age but I am still sharp as a tack.

# CANADIAN AVANTI OWNERS ASSOCIATION

## MEMBERSHIP RENEWAL FOR 2014



The Canadian Avanti Owners Association (CAOA) is a non-profit organization committed to preserving the history of the Avanti automobile. We currently have +45 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	<a href="mailto:sbwohleber@gmail.com">sbwohleber@gmail.com</a>
Membership	Bill Harris	905-628-6370	<a href="mailto:billharris@rogers.com">billharris@rogers.com</a>
Treasurer	David Moxham	705-898-1326	<a href="mailto:davemoxham@live.com">davemoxham@live.com</a>
Secretary/Editor	Mike Emmerich	519-740-6118	<a href="mailto:studeemike@yahoo.ca">studeemike@yahoo.ca</a>

### CHAPTER MEMBERSHIP APPLICATION & ANNUAL RENEWAL FORM for 2014 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