



The Canadian Avanti

Official Newsletter for the Canadian Avanti Owners Association

May – June 2014

Let the Games Begin!



(Ralph and Marguerite Hart's 2002 Avanti)

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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.

CAOA Chapter Officers

President:	Steve Wohleber	wohleber@zeuter.com 705-383-2432
Vice Presidents:		
Prairies: <i>(Alberta, Saskatchewan, Manitoba)</i>	TBA	
British Columbia	TBA	
Ontario:	Hugh Campbell	avanti@cogeco.ca 519-978-0600
East: <i>(Quebec, Nova Scotia, New Brunswick, PEI, NFLD)</i>	Graham Gagne	kg.works@ns.sympatico.ca 902-758-1210
Treasurer:	Dave Moxham	davemoxham@live.com 705-898-1326
Secretary:	Mike Emmerich	Studeemike@yahoo.ca 519-740-6118
Membership:	Bill Harris	billharris@rogers.com 905-628-6370
Newsletter:	Mike Emmerich	Studeemike@yahoo.ca 519-740-6118
Webmaster:	Sue Lusted	lin93@sympatico.ca 905-945-0027
Technical Advisor	Peter Sant	psant@cogeco.ca 613-966-5160

Websites:

CAOA:	http://www.canadianavanti.ca
AOAI:	http://www.aoai.org/
SDC:	http://www.studebakerdriversclub.com/

President's Message...



Well, summer for what it is this year is as fleeting as ever. Lots to report on the Dover International Meet which will be next time. A very good turnout from CAO, SDC and SDC Hamilton, so stay tuned. Otherwise, this message will be brief. Seems almost manic as we have few visitors from October until June, and then it's never ending. Oh well, that's what summer is all about isn't it? Have enjoyed a few cruise nights and the Bracebridge ON. Father's Day show which had a few studes in attendance and looking forward to the Sudbury Copper Cliff

show on the August long weekend and re connecting with the Studebaker crowd there. I hope there are lots of goings on across the land and that we will receive your photos and stories as things continue. Right now, I am into the boat thing and hoping to get my 1947 Duke in the water. I believe Bill Harris is in the same situation with his classic Donzi. All for now, and as always, wishing everyone all the best.



Parry Sound Cruise Night.



Next to a close relative...same mirrors, seats, underpinnings etc. but better looking body on that Avanti!



Barb in front of the car she WISHES I had bought!

Editor's Message...



It has been a great summer so far – weather has not slowed us down at all. Just got back from the International Meet in Dover Delaware. Great trip that will be the topic of the next newsletter. Atlantic Nationals have now gone by – hope to hear a story or two from Brian/Graham and Glenn. Hope you send me stories of where you went so far and perhaps where you might be going. It is great to

get that Avanti out there, especially to non-Studebaker events. People love to see them and always have a bunch of questions. So don't let the summer pass you by. Time goes quickly when you least expect it!

Our next general meeting should be happening in the next six weeks or so. Bill Harris is hosting and I will forward you the information as soon as I receive it. One topic that will come up is sponsorship of the prototypes located in the Studebaker National Museum. Hopefully you can make it to this meeting – always a lot of fun socializing and eating, plus you have an opportunity to drive your Avanti (and you don't have to worry about cleaning it).

I included information on Ron Roth's Avanti. Ruth was kind enough to let me basically copy the website for you to read this issue. Be sure to check out the website as it contains a lot of pictures and most are professionally done by Richard Roth.

My father is no stranger to weird cars. He had his share of Simcas, Austins and Volkswagens back in the 60's and 70's. He never bought a Studebaker and he does not remember seeing an Avanti on the road, other than mine. He wonders why I would buy such an unusual car. I just tell him it's in the genes! Cheers!



Gerd Emmerich and Paulette Martel

By Mike Emmerich

Ramblings

From the desk of Max Starkey:

It was good to see you both (Steve Wohleber and Mike Emmerich) and your other countrymen at Dover and I hope you all made it back home safe.

I am sending to you a flyer (attached) of the first three way meet in Indiana I am hosting consisting of the Indianapolis SDC Chapter, The AOAI of Indiana Chapter and the Michiana SDC Chapter. This will be at the Grissom Air Museum just south of Peru, Indiana where I live. I know it would be a few kilometers from where you guys live but I know you fellows do a lot of traveling so show this flyer to your members and we would love to have any of you show up. It will be a fun event and we are expecting over 50 cars showing up.

If any of you decide to come you might give me a head count a few days ahead of time.

Enjoy the rest of the summer. Best regards, Max Starkey.

A conversation with Glenn Stevens:

I just wanted to share a couple of pictures taken at a recent Car Show held at Center 200 in Cape Breton, Father's Day weekend. I solved my steering issues, pitman arm not centered and four bolt steering bracket was very loose. Rear springs still have to be reworked....next week.

Needless to say, mine was the only Avanti in the show...I hope I did us proud .I stayed with the car the full two days and did a lot of explaining and answered a lot of questions. The car garnered a lot of attention....99% of people had never seen an Avanti. My stable mate was a beautiful 1962 Studebaker Hawk Gran Turismo.....the Dad, the Orphan.

Just wanted to say thanks to you all and hopefully someday we will meet.....although we have never met, we certainly share a great passion. I hope you enjoy the pictures. **Glenn Stevens.**



By Mike Emmerich

Ramblings



Looks good - will be in next newsletter. I added a "helper" leaf to mine in the rear - this was about four years ago and the car still sits the same - rides better, people can sit in the back seat without bottoming out etc. Any spring shop should be able to do the work for around \$100 for the pair (if you do the R&R). If this does not work, you can always spring for the \$185+ each springs from one of the Studebaker vendors (Thiebault, Myers, etc.). Perhaps we will meet in Dover? **Mike Emmerich.**

Great pictures Glenn, Avanti looks great! Several car shows cancelled on this past weekend, four's and Bridgewater were the only two that did not (both were inside). We took the 5th wheel trailer to Antigonish for stock car races that were cancelled also, oh well, good camping weekend with friends. Are you going to Atlantic Nationals in Moncton? We'll be there and Boyd usually there with his 1964, maybe get them all parked together?

<http://www.atlanticnationals.com/> **Brian Chappelle.**

The 1983 looks very nice indeed. I also need to work on my rear springs on the '63 we have. I'd appreciate hearing how you make out in that department. PS - Here's a photo of our Avanti #1630. **Graham Gagne.**

By Mike Emmerich

Ramblings



I had my rear suspension 'enhanced' yesterday, please see attached pictures. This is by far the biggest improvement I have made to the car since purchase. I replaced front coils and a while ago and also installed Eldelbrock gas shocks. The new front coils compounded the rear suspension issue. The car always felt lazy and old, even with the new engine. The car now feels 30 years younger and that lazy look is gone. I no longer feel like I am driving 'uphill'. The car use to scrape the floor when I drove into garage....not now and for the first time I feel like I have full suspension, incredible difference. The cost...\$460.00. They (Ocean Springs) inserted a helper spring in the third position. Car will still settle down a bit...how does it look? **Glenn Stevens.**



What I learned (when I enhanced my rear springs) is that Avanti are rear heavy and will sag the rear springs over time. Adding a new helper leaf will extend their life and a new spring from one of the Studebaker vendors will cure for as long as you want the car (they incorporate the helper spring in the new spring pack). Either way you go, as Glenn experienced, it will improve the handling and look of your Avanti, so don't be afraid to give it a try! **Mike Emmerich.**

By Mike Emmerich

Fleetwood Cruizein 2014

June 7&8 saw Steve Plunkett hosting the Fleetwood Country Cruizein for 2014. This is the 12th year Steve has put on this show raising a lot of money for charity. This year four Avanti made the trek with 4,496 friends also participating on Saturday. The big reason for the large turnout was the weather. It was sunny and hot!

The days preceding the event were very wet, as Hugh Campbell can attest to. He kinda got stuck in the mud and had to do a little cleaning before he and Bonny could relax. I bet Avanti were a handful in the winter!

I elected to take the 1940 Coupe instead of the Avanti. I had plans to bring both, but it does not make sense to drive two cars by yourself.

There were plenty of cars to look at, friends to visit with, and of course, plenty of vendors and dignitaries. Checking the Atlantic Nationals website, Courtney Hansen was supposed to attend, but could not due to the birth of her daughter. She was at Fleetwood looking very large and happy!

Hopefully there will be a show next year. If there is, please plan to attend – you will enjoy it. Time well spent!

Avanti:



Wayne Hamilton and Sharon Pearce - 1985



Ralph and Marguerite Hart – 2002



Hugh Campbell and Bonny Butler - 1964



Bill Harris - 1963

Fleetwood Cruizein 2014

Other:



Halton County Radial Railway

On June 15th, The Hamilton Chapter SDC held their monthly meeting at the Halton County Radial Railway Museum (<http://www.hcry.org/>). Several CAO A members brought out their Avanti along with other Studebakers on this Father's Day. Weather was perfect and most stayed for the museum tour afterwards. I headed to my brother's home in Ingersoll to meet my parents for Father's Day. If you have to spend the day on the road, what a better way than in an Avanti or Studebaker!



Roly and Sue Lusted – 1964



Bill Harris – 1963



Wayne Hamilton and Sharon Pearce – 1985



Barry and Carol Leppan – 1964 GT



Mike Emmerich and Paulette Martel – 1940 Champion



Stu and Thelma Chapman – 1964 Daytona

Ralph Hart's New Avanti



The 2002 Avanti was owned by Garry Tallent, information attached. He traded it on a Bentley and the Bentley dealer consigned it to a dealer in Georgia. I have the Tennessee title in Garry Talent's name, which I will frame after I get an Ontario ownership.

It has 38,864 miles on it at the moment and except for the power antenna not working, is in near perfect condition. I very much like the style and the color. It is by far the nicest 2002

Avanti that I came across over about a 2 year period, and also at a reasonable price.



Ralph and Marguerite certainly should be proud of this Avanti; it appears to be an excellent example of the genre. Not only that, it goes pretty good as well! Ralph had the Avanti most recently at the Pier IV cruise in Hamilton where it looked really good alongside the other six Avanti in attendance – but that is another story! MDE.

By Ralph Hart

GARRY TALLENT

SENIOR MEMBER OF THE E-STREET BAND



In addition to occupying the bass position with Bruce Springsteen & the E Street Band since the beginning, Garry Tallent has also produced and played with countless other artists over the years.

Garry was born on October 27, 1949 in Detroit, Michigan. Garry Tallent moved to the Jersey Shore when in his teens and quickly became enmeshed in the burgeoning Asbury Park music scene. Two of his high school classmates were legendary Jersey Shore musician “Southside” Johnny Lyon (of Southside Johnny and the Asbury Jukes) and future Springsteen drummer Vini “Mad Dog” Lopez, but his connections didn’t end there. Tallent was the only non-African American member of Little Melvin & the Invaders, who counted among their members Clarence Clemons; he played with Vini Lopez and veteran E Street keyboardist Danny Federici in several bands; he joined up with Steve Van Zandt in a band called the Jaywalkers; he performed in another group called Glory

Road with keyboardist David Sancious.

By the late '60s, Tallent befriended two future major players in the New Jersey bar band scene - Johnny Lyon (aka Southside Johnny) and Bruce Springsteen - and soon after began playing alongside the latter. Subsequently, Tallent's bass playing could be heard on nearly every single Springsteen album from 1973 through 1987. His connection with Sancious led to a role in Springsteen's outfit called Dr. Zoom and the Sonic Boom, which eventually morphed into the Bruce Springsteen Band before disbanding. Tallent then relocated to Richmond, Virginia, along with David Sancious, “Southside” Johnny, and other Asbury Park musicians, following the Asbury Park race riots in the early '70s. However, when Springsteen needed a backing band for his first album with Columbia Records, he called Garry Tallent (along with David Sancious) to come back home. Shortly after that, the E Street Band was born. After the late Danny Federici and Springsteen himself, Tallent is the band member with the most seniority.

Tallent played tuba in his high school band but, wanting to play rock ‘n’ roll instead, he noticed bass players were scarce. He taught himself the instrument by listening to the records of the time: James Jamerson, Donald “Duck” Dunn, Paul McCartney and Bill Wyman were some of his early influences. He remained true to his understated influences while holding down the rhythm section in a seven-piece band consisting of two guitar players, two keyboard players, a sax player and a drummer. Tallent has stated that it was his understanding of the tuba's role in an orchestra that helped him figure out the role of a bass player and allowed him to develop the style that later earned him the nickname “the foundation of the E Street Nation” (The tuba would come in handy later, with Tallent picking up that instrument to contribute to “Wild Billy's Circus Story” on *The Wild, the Innocent & the E Street Shuffle*.)

Upon the disbanding of the E Street Band in 1989, Tallent moved to Nashville and launched a successful career as a producer and a session musician, founding a recording studio and a record label. He also appeared on *The Ghost of Tom Joad* in 1995. Tallent is a noted aficionado of early rock and roll and, along with Southside Johnny, shares a carefully curated collection of over 10,000 vintage LPs and 45s.

Maple Leaf Tour 2014

The pieces are falling into place for the 2014 Maple Leaf Tour in Stephen Leacock's town of Orillia. Leacock's paying occupation was a professorship at McGill and the home on Lake Couchiching was a summer residence. But I don't want to spoil the story - you will have to attend the Maple Leaf Tour to hear the rest. How's that for marketing?

For folks arriving early on Friday, October 3, I will do an afternoon walking tour of the waterfront parklands and a bit of historic downtown Orillia. The time and meeting spot will follow. Bad weather alternative will be the OPP Museum on Memorial Avenue but it is really quite small. Friday dinner 6 p.m. at Al. and Jan's Oldies Diner a few blocks from the meet hotel. You'll love the '50s atmosphere. They are opening as a special function for us and the Diner is ours. Choice of roast beef sandwich or turkey/chicken plate with veg., potato, coffee/tea and dessert for \$22.50 plus tax and tip. I will be asking for a preselection as they are not open to the public at dinner. Vegetarian available but no liquor license.

Saturday morning we will visit the Leacock home, museum and estate grounds on Lake Couchiching. Lunch will be at the Leacock Cafe on the estate and overlooking Leacock's beloved Brewery Bay. They are surprisingly reasonable, have a wonderful view and are conveniently located next to the gift shop (naturally).

Saturday afternoon will be a drive out from Orillia to the Southwood Road through the hamlet of Hamlet and on to Torrence. Not a huge distance but it is a slow, twisty paved road through the beautiful woodlands and wetlands of Muskoka. It is a workout for your power steering (or lack thereof) so pack your Absorbine Junior. We plan a couple of treats along the way so it will fill the afternoon.

Dinner will be at East Side Mario's Saturday evening. They are close enough to the hotel to walk over, but they would like to see our Studebakers. As we are virtually all seniors, they will give us a generous discount from the menu prices and a reserved dining area. They are licensed so you can make up for Friday night. Some may appreciate being able to walk (stagger?) back to the hotel. Mario's wife (presumably), Rose, has also offered free space for our annual meeting with the same discounted lunch menu, but that's Will's call.

Get your rooms booked at the EconoLodge, 265 Memorial Avenue, Orillia, Ont. L3V 5X8, 1-877-326-6534, 1-705-326-5641 or mebsladha@kensingtonhospitality.com. \$59.99 on 2nd floor, \$64.99 on 1st floor. Cancellation up to 4 p.m. on day of arrival.

There will be an events schedule and registration form in the next issue.

Verne Brinsmead

www.avanti1964.com

Welcome to this site dedicated to my late husband Ronald. It is due to his unfortunate passing a day after he entered it in his first car show, that I feel compelled to share the history of his fully restored 1964 Avanti automobile.

It is due to the unfortunate passing of my husband that I feel compelled to share the history of his 1964 Avanti automobile.

In the early 1960's my husband purchased this automobile, he was in his 20's at the time. I did not know my husband then but I was advised that he sold it after a few short years.

Apparently a lady purchased the vehicle and she eventually sold it to a contact who put it in the Rothman car collection for several years. Eventually it was purchased to a car collector in Toronto, Ontario.

In the late 90's a friend of my husband told him that the collector was selling off his car collection. Ron went to their location and discovered the Avanti was the same automobile that he had purchased in the 60's. At that time he again purchased this exact 1964 Avanti. (Coincidentally we later found a gas receipt under the rear seat carpet that he has signed in the 60's).

From the time it arrived at our house, it was in running condition and we enjoyed driving the vehicle for a few months, after which time Ron decided he was going to undertake a frame-off restoration on the vehicle. It was not until late 2006 when he retired, that he actively pursued the restoration.

On July 28, 2012 my husband entered his Avanti into the first car show that he ever attended. It was a very proud day for him and one that he had looked forward to for many years. Unfortunately, on July 29, 2012 he passed away from heart failure.

Body Original 1964 Avanti:

- One-piece fiberglass tub. Undercarriage has original floor pans with reinforced fiberglass.
- The complete floor pan area, including firewall and inner front fenders are painted, detailed and sealed in an off-white colour.
- Complete fiberglass body has undergone a complete, professional restoration, retaining original unaltered body lines.
- Frame is original with professionally fabricated cross members, braces to accommodate the later model engine, transmission and rear end.
- Body mounted on frame with new body mounts.

Engine:

- New GM Crate Engine – fuel injected – LS3-6.2 litre – 480 H.P.
- Custom mounted new aluminum radiator with a high flow electric fan and shroud.
- Inner firewall panels painted white and equipped with a functional, power brake booster and cylinder, with new brake lines.
- Engine wiring harness is custom made to include engine computer
- Fitted with an after-market Vintage air conditioning system

Transmission:

- GM electronic GL90 6-speed automatic, fitted with a custom made converted drive shaft.

Exhaust:

- Custom installed, dual system, using 2-1/2" stainless steel pipe, with dual Magnaflow stainless steel mufflers and full length 2 ½ stainless steel tail pipes.

Front and Rear Suspension:

- Front suspension is an after-market, professionally installed, Fatman fabrications, tubular independent suspension, with adjustable coil-over shock absorbers, Wilwood disc brakes, rack and pinion power steering unit, painted and detailed.
- The rear end is an original style, Dana 44, completely rebuilt, painted and detailed in the red colour. It is equipped with Wilwood disc brakes.
- There is a custom fabricated and installed drive shaft hoop, both painted and detailed in red.

Drive shaft & Traction Bars

- Custom fabricated and Dana 44, installed drive shaft hoop, painted and detailed in red

Paint

- Professionally applied two stage base clear coats. Wimbledon white colour, smooth high gloss finish.

Interior:

- Original burgundy leather interior.
- New headliner, custom installed beige fabric, correctly fitted.
- Entire interior equipped with a silver covered, sound deadening fabric.
- Dash and dash pad has been completely restored, fitted with custom, brushed stainless steel bezel and new Classic Instrument, blackface gauges.
- Fitted with Vintage air conditioning unit with a new 12-volt wiring harness and computer. Heat controls, with custom installed vents behind the dash.
- New custom fabricated, fiberglass centre console.
- Later model steering column and ignition.

Chrome and Stainless Steel:

- Front and rear bumpers are original and have been rechromed.

Wheels and tires:

- Brushed aluminum, magnum style 18" wheels, with the correct chrome lug nuts. Mounted with new, Yokohama blackwall radials, size 245/45ZR18's on front and 285/40ZR18's on rear.

Glass:

- Windshield original factory tint, rear is original installed with original factory tint.

www.avanti1964.com

Gas tank:

- Original gas tank is mounted after being rebuilt, sealed, equipped with a new, electric internal fuel pump, with all new braided stainless steel gas lines and high pressure fittings.

Battery:

- Custom mounted Optima battery, with a polished aluminum battery casing and retainer, along with custom installed battery cables.

Appraisals:

- Range from the pre-restoration appraisal of \$13,475.00 to the latest post-restoration appraisal of \$140,000.00 (Canadian funds)

For more information please contact info@avanti1964.com



Thanks to Ruth for allowing me to share with you. Please be sure to check out the website!

Upcoming Events...

Chapter Events

Meetings for 2014: 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

Aug 8-9: Crossroads Zone Meet, New Dundee MI. See <http://wlecsdc.com/> for more information.
October 3-4, 2014: Ontario Chapter SDC Maple Leaf Tour. Verne Brinsmead is the contact for more information.

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



And then the fight started....

My wife and I are watching "Who Wants To Be A Millionaire" while we were in bed. I turned to her and said, "Do you want to have sex?" "No," she answered. I then said, "Is that your final answer?" She didn't even look at me this time, simply saying, "Yes." So I said, "Then I'd like to phone a friend."

And then the fight started....

Saturday morning I got up early, quietly dressed, made my lunch, grabbed the dog, and slipped quietly into the garage. I hooked up the boat up to the truck, and proceeded to back out into a torrential downpour. The wind was blowing 50 mph, so I pulled back into the garage, turned on the radio, and discovered that the weather would be bad all day. I went back into the house, quietly undressed, and slipped back into bed. I cuddled up to my wife's back, now with a different anticipation, and whispered, "The weather out here is terrible." My loving wife of 10 years replied, "Can you believe my stupid husband is out fishing in that?"

And that's how the fight started...

My wife was hinting about what she wanted for our upcoming anniversary. She said, 'I want something shiny that goes from 0 to 150 in about 3 seconds.' I bought her a scale.

And then the fight started...

After retiring, I went to the Social Security office to apply for Social Security. The woman behind the counter asked me for my driver's license to verify my age. I looked in my pockets and realized I had left my wallet at home. I told the woman that I was very sorry, but I would have to go home and come back later. The woman said, 'Unbutton your shirt'. So I opened my shirt revealing my curly silver hair. She said, 'That silver hair on your chest is proof enough for me' and she processed my Social Security application. When I got home, I excitedly told my wife about my experience at the Social Security office. She said, 'You should have dropped your pants. You might have gotten disability, too.'

And then the fight started...

My wife and I were sitting at a table at my high school reunion, and I kept staring at a drunken lady swigging her drink as she sat alone at a nearby table. My wife asked, 'Do you know her?' 'Yes,' I sighed, 'she's my old girlfriend. I understand she took to drinking right after we split up those many years ago, and I hear she hasn't been sober since.' 'My God!' says my wife, 'who would think a person could go on celebrating that long?'

And then the fight started...

A woman is standing nude, looking in the bedroom mirror. She is not happy with what she sees and says to her husband, 'I feel horrible; I look old, fat and ugly. I really need you to pay me a compliment.' The husband replies, 'Your eyesight's damn near perfect.'

And then the fight started.....

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.

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

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

Any questions? Please Contact:

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

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

**AVANTI & STUDEBAKER PICNIC & WAR BIRD CAR and TRUCK
SHOW @ GRISSOM AIR MUSEUM, US Rt. 31, in PERU, INDIANA**

<http://www.grissomairmuseum.com/>

Saturday, July 26th, 2014

NOON-4PM (*eat at 1PM*)



***This is a Tri-Chapter show, sponsored by AOA Indiana Chapter,
SDC Indy Chapter & SDC Michiana Chapter***

SPECIAL GUEST SPEAKER: Lt Col Sid Kubesch who piloted the B-58 Hustler "Greased Lightning" on a world setting speed record from Toyko to Paris on October 16, 1963 of 8:35:20. The record still stands.

- **Park your classic Avanti or Stude beside your favorite vintage aircraft!**
- **The 3 Chapters will provide the meat, drinks & table service.**
- **SDC Indy Chapter members please bring a favorite dish to share.**
- **SDC Michiana Chapter members please bring a dessert to share.**
- **AOA Indiana Chapter members please bring a salad to share.**
- **NO Vehicle Registration charge!**
- **Come early (Saturday morning) and meet other Chapter members for breakfast across the street @ The Dutch Cafe, 6639 US 31, Peru, IN**

**For additional details, please e-mail Max Starkey @
mnstarkey@comcast.net or call (765) 473-6344**

For Sale – 1983 Avanti

Barry Slipp is reducing his “Studebaker” collection as he just can’t keep up. He sold off three last year – 1962 GT, 1960 Hawk and 1937 Dictator resto-mod.

This 83 is a low mileage beauty. They drove it back from California five years ago. He bought it from the same older gent that he got the 1990 from. All ORIGINAL except AC.

See his Kijiji ad ID 592203385

Next month it goes in “Avanti” and Turning Wheels before going to eBay. Let’s keep this in Canada.

Please contact Barry L. Slipp, P.O. Box 1511, Stn Main, Edmonton, Alberta, T5J 2N7
(780)499-5886 or bslipp@shaw.ca



For Sale – 1966 Studebaker Daytona

1966 Studebaker Daytona sports Sedan. This low mileage car (20602) underwent a complete body off frame restoration in 2011. It has a 283 V8 engine, rebuilt and auto transmission, also rebuilt. Power Steering, power front disc brakes and new interior. It is Arctic White, black vinyl roof, and red bucket seat interior. This car is a former Hamilton Studebaker Executive car and one of the best 66 Daytona's in existence. It has the correct carpet, wide sill plates, and original woven trunk mat. Everything on this car is correct for the time period it was built in.

\$18,500.00 OBO Ray Martin 5197752268 or raym@rogers.com



For Sale – 1940 Studebaker Champion



Having owned this 1940 Studebaker Champion Coupe for over 30 years, it is now time to pass onto a new owner to enjoy. It has been on the road since late 1995 so 1996 was its first full season. It has taken me comfortably and reliably all over Southern Ontario, amassing a few trophies along the way.

The asking price is a very reasonable **\$38,900.00 CDN**. For this you will get it certified, fluids changed and ready to roll. I am open to offers and willing to negotiate. Please, ensure you can afford to purchase before asking. I will allow a test drive (with me as co-pilot) only with a firm offer.

My contact information is Mike Emmerich, 519-501-8373 (cell), 519-740-6118 (home), studeemike@yahoo.ca. The car makes its home in Cambridge Ontario in a heated/cooled garage. Please ask if you want more pictures, including construction. I look forward to talking with you.



Note: Engine installed pre-1999 so no emission issues!

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Specifications

Make: Studebaker
Model: Champion 2G
Year: 1940
Configuration: Two Door Coupe
Manufactured: South Bend, Indiana
Wheelbase: 109”
Weight: 2200lbs Factory, 3000lbs Modified (approximate)

Engine (Assembled by Forrest and Forrest Racing)

Year: 1969-1972 block
Displacement: 383CID (350 block .30 over with 400 crank/rods)
HP/Torque: TBA
Pistons/comp: Keith Black Hypereutectic, 9.5:1
Camshaft: Crane
Heads: Dart angle plug, 64cc chambers, port matched
Intake: Eldebrock RPM Air-Gap, polished
Fuel System: Rochester Quadrajets, Carvell Motorsports, Carter high-flow pump
Ignition: GM HEI, MSD Super Coil, MSD 6A
Exhaust: Cerama-coated shorty headers, 2.5” stainless Borla mufflers.
Transmission: GM 200R4 ‘with all the good stuff’, D5 converter, Lokar shifter

Chassis (Assembled by Forrest and Forrest Racing)

Front: 1978 Mustang, power rack, manual disc brakes
Rear: Narrowed 1969 Cougar 9”, 3:50 gear set with posi-traction
Four bar set-up with coil-overs
Driveshaft: Custom, Ford/GM ends
Frame: Custom, 2” x 4” tubing
Wheels: Weld Racing VR20, 15X10 rear, 14X6 front
Tires: BF Goodrich, P295 50R15 rear, P205 70R15 front

Body and Paint (Performed by David Howard, Howard Autobody)

Exterior Mods: Rear fenders welded to body, rear pan, sills
Interior Mods: New firewall, new floor (firewall to trunk)
Paint Type: PPG, base coat with clear
Paint Color: Blue

Interior (Installed by Al Highley Interiors)

Front Seats: 1989 Dodge Daytona
Rear Seat: Custom bench covering battery, MSD, storage
Material: Gray Tweed, used in headliner and trunk
Dash: Woodgrained by Keith Silcox, Ingersoll “Must be Seen”
Gauges: Classic in-dash, Autometer in console
Heat/Cool: Vintage Air, R12, Sanden Compressor