



The Canadian Avanti

Official Newsletter for the Canadian Avanti Owners Association

September/October 2011

Happy Halloween!



Sue and Roly Lusted's 1964 R1 Avanti

In this issue:

| | | |
|----------------------------------|---------|-----------------|
| President's Message | Page 3 | Steve Wohleber |
| Editor's Message | Page 4 | Mike Emmerich |
| Letters to the Editor | Page 5 | Mike Emmerich |
| CAOA Meeting – September 11 | Page 8 | Mike Emmerich |
| Meet Your Executive – Sue Lusted | Page 11 | Sue Lusted |
| 2011 A&W Cruise – Dartmouth NS | Page 14 | Graham Gagne |
| Can Am Zone Meet | Page 15 | Dwayne Jacobson |
| 2011 PSMCDR | Page 20 | Peter Sant |
| A Homecoming – Studebaker Style | Page 24 | Mike Emmerich |
| Maple Leaf Tour | Page 29 | Steve Wohleber |
| Rice Lake Auto Salvage | Page 31 | Jim Hinsberger |
| Valve Adjustment | Page 32 | Peter Sant |
| Upcoming Events | Page 33 | Mike Emmerich |
| Historical Trivia | Page 34 | Carl Held |

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.

CAOA Chapter Officers

| | | |
|---|-----------------|--|
| President: | Steve Wohleber | sbwohleber@gmail.com 705-383-2432 |
| Vice Presidents: | | |
| Prairies: <i>(Alberta, Saskatchewan, Manitoba)</i> | Ted Dirksen | tdirksen@suncor.com 780-458-6134 |
| British Columbia | Dwayne Jacobson | dwayne@havenproperties.ca 604-531-2341 |
| 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...



Greetings All:

This message will be slightly askew as I have been caught up in a number of my other volunteer commitments in the last month or two. Our community did significant repaving of our roads this year (finally after 38 years we have a paved road at the end of our driveway!) and I am Chair of the Local Roads Board. Also President of our Lions Club and Chair of our Nursing Services Committee who are presently building a new Primary Care health clinic to replace our 34 year old

converted mobile home. 2600 sq. ft. and moving day is November 4 - 6. I've ended up being the site super and all round coordinator, inspector etc., so a busy time right now. All coming together but a million little things to be resolved.

Another season is wrapping up and I hope all of you have enjoyed many events and opportunities to drive your Avanti. We are always looking for your stories and pictures so keep them coming. Your executive is already looking at next year's activities and it looks like another good season ahead. Remember elections take place at our next meeting. Please offer any nominations or suggestions. I will stand for President again and hope to continue serving CAO as best I can.

Anyway, so how is your car? I find it a seasonal phenomenon that things wear out, break, burn out or just plain stop working at this time of year. We often feel betrayed as we put so much care and attention into our vehicles and use them only sparingly. So why won't they work when we want them to? Remember, we are dealing with 1950's technology here, and even for Avanti II 70's and 80's. Remember your daily driver back in the 60's or 70's? (Well maybe not all of you).

How often did it need repairs? Plenty from my recollections. Our family used to trade in every four years or so, with max 20,000 miles on the odometer, yet I can still recall my dad complaining about the cost of tires, water pumps, mufflers, battery etc. and we had a garage! It's just the nature of the beast, and of course, as most of us have relatively new daily drivers, we have become spoiled by their dependability and longevity. Even recently restored cars can suffer from electrical corrosion from long periods of sitting. So take advantage of this down time to see that shows and driving around aren't the only kinds of attention your car gets. Old mechanicals are very forgiving, but require continual maintenance. The owner's manual for my 1961 MG midget suggests grinding the valves every 10,000 miles!

In closing, a hearty welcome to all new members and here's looking forward to even more Avanti on the road in 2012.

Editor's Message...



Fall is my favorite time of year. You get those beautiful sunny days with cool evenings – just perfect for a drive. As an added bonus – no bugs to scrape off when you get home.

The Saturday before Thanksgiving (October 8) was spent on the road. In the morning I headed out to Dyments (<http://dyments.com/market/>) to pick up an apple pie for some friends (Bill Harris

introduced me to this place – a must see if you are in the area, especially for treats!). It was a beautiful day so I decided to take the coupe. I had put in some new spark plugs as I was experiencing an occasional “miss” (found the porcelain insulator cracked on one plug). What a difference. This ½ hour excursion took me well into lunch – over 3.5 hours! I had some more errands to run in the afternoon, so why not take the Avanti. I ended up at three box stores and two friends before I made it home – this was over 5 hours!

There are some good events included in this issue. I especially enjoyed Dwayne’s report on the Can Am Zone Meet and Peter Sant’s report on the Pure Stock Muscle Car Drags. One thing I learned from both reports is the comradery among Avanti enthusiasts out there. I highly encourage anyone who is travelling in Canada to look up fellow members where they are headed and get-together.

I included an article in this newsletter that I wrote for the Hamilton Chapter. While there were two Avanti present, both were built in South Bend and not Hamilton. Even the coupe was built in California back in 1940 before the Hamilton plant opened in 1948. But, it was a tour I always wanted to do and going on it with 16 other Studebakers and Avanti was a blast. If you ever wanted to see the plant, do it now before the Studebaker name disappears or is torn down. I would be happy to take you there!



There are not many shows or cruises left for 2011. Seems to be quite a few swap meet’s scheduled around the country as people get settled with their winter projects. I suspect that Steve Wohleber is working on a new battery and alternator and Peter Sant is looking after some power steering pump issues. What are you doing this winter?

I am looking for some items to take us over the winter season, so if you have some pictures (or stories) send them in. I also would like to know what car shows or cruises you attended and will go back to again.

Cheers!

By Mike Emmerich

Letters to the Editor

Aug 29: Mike, I did not make it (Aug 25 A&W). I was hoping to, but the last couple of hurdles to get the car on the road got in the way. Broken spring and loose kingpin = delay in safety. I am off on holidays later this week, so I hope to get it on the road in early September. It is looking really good as the attached pictures show. I am quite proud of it as it is a bucket list item I never thought I would be able to realize. I thought the 63 Grand Turismo would be the pinnacle of automobiles I would own in my lifetime. Regards Neil Grant.



Aug 29: Just returned from the Can-Am Meet in New Westminster. Met Dwayne Jacobson and his wife Sharon, great people really enjoyed and a really nice treat, Roland and Maryann were here. Nice to see them again. I will contact Lyle and get a story around the 88 as soon as I can. Ted Dirksen.

Aug 29: Hi, Yes quite a few on the 25th (A&W) but weather threatened rain, about 175 to 200 cars there for that one. Brian Chappelle.

Sep 7: Hi Mike; Just a thought.....instead of bcc'ing the CAO A members, couldn't you just cc them and then anyone in the club receiving your emails could have the email address of other CAO A members and this might create more communication amongst members from sea to sea to sea. Valerie and I will be seeing Roland and Marianne tonight at Ted & Lori Dirksen's home in St. Albert. Have a great meeting on the 11th. I doubt if anyone will be flying in on the 10th anniversary of 9/11. Best regards, Barry Slipp.

Sep 8: Hi Mike; Here is a shot of Ted Dirksen, Roland Vardon, and Barry Slipp beside Barry's 1983 Avanti. Roland and Mary Ann were passing through Edmonton (St. Albert actually) on their way back from New Westminster, B.C. They were on their way to visit a son in Ft MacMurray, AB on their way home. A beautiful summer night. Best regards, Barry Slipp.



Letters to the Editor

Sept 22: Hi Mike, Here is the old steam tractor that was in the parade (Victoria Day) and after at the car show in Lynden Park where I took the Avanti. The owners brought along a hot lunch prepared right inside the front of the boiler. The mechanics / drivers are the owner's wife and daughter

Bill Harris



Sept 28: Just read page 34, in the Avanti Mag, where you received an award for outstanding work and commitment to the Avanti, at the 2011 AOAI Meet. Congratulations. I just received an email about our future soccer trip to Italy, next July 1 - 14, 2012, had to quickly look up the 50th Anniversary South Bend dates so I don't miss it, barring any catastrophe, I'll be there, got my car back last week, trying to do as much cruising as Mother Nature allows, one thing for certain, rain flows off that fuselage elegantly, it looks as good wet as she does dry, maybe better. Have a great day
Hugh Campbell.

Oct 4: Hi Mike, I did not take any pictures (Maple Leaf). I rode with Will Norton in his Cruiser due to the Avanti being parked with a broken Power Steering Pump. Will probably has a lot of good pictures. The tour itself was great with fall colors to see plus good eating establishments and a visit to a Bear Sanctuary. Vern and Mervis did a good job. Three Avanti took part. Peter Sant

Oct 11: Pics of car show at Ruthven Park Cayuga. Site of famous Thompson home of the mid 18 hundreds. There were 240 cars at the show. Roly's friend Graham won the 50/50. \$340. Fred Hall has put a 60's Stude truck grille on his Lark. Jim Anderson.

Letters to the Editor



Oct 13: My other Avanti II...

http://www.avweb.com/avwebflash/exclusivevids/ExclusiveVideo_NBAA2011_PiaggioP180Avantill_205571-1.html

One of the most unusual-looking aircraft flying and shown at the static display during the 2011 NBAA convention in Las Vegas, the Avanti II is an all-Italian twin-turboprop airplane. Manufacturer Piaggio Aero says the Avanti II offers superior speed per horsepower and larger interior cabin dimensions than its competition in the turboprop segment. Brian Chappell

Oct 17: Steering Box Grease. Does anyone know of a source for this grease in Canada other than ordering it from Stud International? Much appreciated. My car sits in the garage waiting for a new pressure hose for the steering control. I burnt the one in it - rested up against the headers. I have wrapped this section of the header as well as the section that sits within 1/2 inch of the Steering box. (that box must get real hot). Always something to do! Best regards. Dwayne Jacobson

Editor: Peter might know. I have the oil from SI plus John Stuart who rebuilt the steering box gave me a bottle of 80 or 90W oil to use. They told me to use theirs for warranty purposes. So I would ask anyone out in your area that rebuilds steering boxes (think transport truck). As well, the fluid in the pump, hoses and control valve is transmission fluid (Dexron?). I was told that this is preferred over PS fluid. Cheers, Mike Emmerich.

Oct 19: Use the 90 weight oil that was provided. It will not leak if the rebuilder has installed a new seal. It will be slow to fill be patient. The power Steering fluid should be any ATF usually Dexron III, but I am currently using Trick Shift ATF because I have some extra that I am trying to use up. So far no ill effects. Peter Sant

Oct 19: After digging around I ordered a tube of High Temperature EP Grease (range -20 C to 800 C) from M K Impex Canada - out of Mississauga ON. 14oz tube cost 27.00 plus shipping. Still waiting for my new hoses from Studebaker International - more than 3 weeks now. Pony Express. They say the horse and rider left about then.

Until then it sits in the garage. I installed new header wrap in the areas closest to the Steering box and to where the new hoses come close to. Regards Dwayne Jacobson.

Oct 23: Hi Mike. Well finally here is the report (Can Am). Please add in the pics where I indicate. Best regards Dwayne Jacobson.

Sharon and I are in Hawaii right now - 10 days to celebrate our 40th.

Editor: Congratulations!



CAOA Meeting

September 11, 2011

Unfortunately the scheduled meeting for September 11 did not happen due to some key members not being able to attend. I have included the proposed Agenda and some additional items (in red) for your records.

Old Business:

- CAOA Crest: Additional crests only \$5.
- Web Site: Sue Lusted has created a hidden link to our website for the newsletter and roster.
- Newsletter: Only three members have requested a mailed copy. Members are still reminded that if receiving a newsletter by downloading from the website is problematic, they can still receive a hardcopy in the mail. The cost of doing so is minimal compared to a frustrated member!
- 2011 Calendars: Please contact Dave Moxham if you would like another 2011 calendar at a reduced price.

New Business:

- Made In Canada: We (Ontario Chapter SDC) intend on producing T-shirts/Mugs for this special event and wish to have permission to put your Logo on these T-shirts/Mugs as co-participants & Trophy Sponsors. Selling these items will keep down the overall costs and with some of your membership in attendance at this event I think it would be nice to promote and also acknowledge your support for this event next year. Any questions feel free to ask and looking forward to your club/Chapter's participation in Studebaker "Made In Canada" next year. Will Norton

Motions made by Mike Emmerich September 29, 2010:

I would like to make a motion that we allow the Ontario SDC to use our logo on T-Shirts and Mugs for this event.

Seconded – Steve Wohleber

Carried.

I would like to make a motion that the CAO A sponsor this event by providing \$100 for the Avanti Classes.

Seconded – Dave Moxham

Carried.

By Mike Emmerich



Will Norton confirmed receipt of the money. This will go towards sponsoring the Avanti Division of the car show (1st, 2nd, 3rd prizes) and also get us a table in the Sagonaska (Trade/Display) room from Fri - Sat of the event for club promotion/information purposes. Our Club Logo will be on the event T-shirt along with ours and the Hamilton Chapter that will be for sale during the event. Anyone having knowledge of the whereabouts of former Studebaker employees and/or dealers are asked to advise Ontario Chapter President Will Norton of such persons. Feel free to ask anything else as all is going well and people can book their rooms now and also send in their registration if they like.

Website:

I (Lewis Schucart) saw that your chapter now has a website that one of your members has volunteered to do. I don't know if your chapter is charged for this or how it is paid for, if at all. But you might want to bring up at one of your meetings that the AOAI can host your chapter's website at no cost. We cannot put the site together or update it... that will all be up to one of your members. But the actual site and domain name can be given to your chapter to use however you all wish, at no cost. I can make the URL something like canada.aoai.org or whatever else you want at the beginning or xxxxx.aoai.org and your chapter can keep the address for as long as you wish.

Sue Lusted is still looking for your Avanti! Please check out the website to see if your car is pictured (along with a story) and if it is not there – send to Sue Lusted!

Roster:

Any comments? **Send any changes, new additions to Mike Emmerich and Sue Lusted to update the Roster and Website.**

Distinguished Member Award: Mike Emmerich awarded the Distinguished Member Award for the Canadian Chapter of the AOAI.

Newsletter:

CAOA won 1st Place for the Canadian Avanti newsletter by the AOAI. Awarded to Mike Emmerich.

Christmas Dinner:

The CAOAI has been invited to the Hamilton Chapter SDC Christmas Party. If you are in the area and can partake, please contact Stu Chapman. The party is the day before our general meeting. Thelma Chapman reported that arrangements for the Christmas Dinner were complete. She is co-chairing the event with Donna Graham. The date is Saturday November 26th at Sotiris Greek Restaurant, 3135 Harvester Road in Burlington. Social hour begins at 6:00 pm and dinner is at 7:00 pm. The menu will be a choice of chicken souvlaki or salmon and the cost, including

By Mike Emmerich



appetizer, dessert, coffee/tea, taxes and gratuity, will be \$30.00 per person. If neither entrée meets a member's dietary requirements then one can order from the menu but the cost will be a la carte. Members will pay by individual checks which will have optional beverage costs/taxes/gratuities added to the dinner cost. MasterCard and VISA will be accepted. We will have a Carol Sing with the support of Paul Revell, Santa Claus and friends with gift giving, and optional Studebaker National Museum contribution and Food Bank donation. Members are asked to each bring a gift for exchange with a value as close to \$5.00 as possible. Members will be asked to confirm their attendance with Thelma Chapman, by November 18th, via email at tchapman8@cogeco.ca.

Elections: Next meeting at Bill Harris. Nominations?

Events:

June 15-16, 2012: Crossroads Zone Meet, Frankenmuth MI. Flyer attached in this Newsletter. See <http://www.frankenmuth.org/>

June 28-July 1 2012: Ontario Chapter's celebration of the 50th anniversary of the SDC, 40th of the Ontario Chapter and 160th of the Studebaker Corporation in Belleville ON. See <http://www.ontariosdc.ca/smic/> Peter Sant is the CAO A contact.

July 29-Aug 4, 2012: 48th INTERNATIONAL MEET in South Bend, IN. Hosted by Michiana Chapter. HQ: Marriott Downtown Hotel. Join us in celebrating 50 years of the Studebaker Drivers Club! Activities at the Century Center and Fairgrounds. See www.michiana-chapter-sdc.com for more details as they become available.

Meetings for 2011: November 27, 2011: Bill Harris, Dundas ON. Coincide with Hamilton Chapter SDC Christmas Party.

Meetings for 2012: Scheduled meetings will attempt to tie into an event. We encourage any member who would like to open their home to a meeting (or know of a good location to hold one). Please contact any of the executive to let us know.

Meet Your Executive – Sue and Roly Lusted...



Roly and I were married in 1972. I knew from first meeting Roly that he was a car nut. At that time, he had a 1969 Dodge Dart Swinger 340 with very low mileage. Yes, it was red. He liked to drag race it. He also had a Honda four cylinder bike. It readily became apparent that this guy who came from a family that never owned a car was in love with anything with wheels.

After the Dodge Dart and the motorcycle we became involved with Corvettes. We owned a number of them beginning with a 1969 Corvette convertible which was red, no surprise here. We showed Corvettes and also road raced them. Quite successfully I might add. Roly also became involved in racing in the Hobby class at Flamboro Speedway and was named “Rookie of the Year”.

After the Corvettes, we bought and restored a 1968 Camaro Convertible (now owned by Barb and Larry Gibson) and no surprise it is red. From there we got interested in Buicks, first purchasing a 1940 Business man’s coupe which was pretty original. Then, we purchased a 1948 Buick Roadmaster convertible to restore. In addition, we purchased a 1965 Buick Skylark (which at one time was my summer driver) and after that a 1962 Buick Wildcat (now owned by our daughter Susan and her husband Marc) also red.

I thought that Roly’s first venture into the Studebaker world was a 1953 Studebaker Commander in two tone green. Not so, it turned out his first car was a 1947 Studebaker four door which he purchased from Clark Brother Motors located in Hamilton at Ottawa St. and Main St. We sold the 1953 to purchase an Avanti. When we couldn’t find one, we purchased a 1964 Studebaker Dayton Hardtop (a Superlark clone) which was built here in Hamilton and sold to Fort Bragg in California. We travelled to Round Top Texas to pick this car up. In the fall of 2001, we found an Avanti for sale in Thousand Oaks California. Roly flew to California shortly after 911 to finalize the deal on the Avanti and arrange to have it shipped home. Flying at that time, was quite an experience.

Now to our Avanti. It turns out that we are the third owners of this car. It was purchased new in Oakland California for a lady whose name was Myrtle Ericcson by her husband who was a doctor, for her fiftieth birthday. She owned and drove the car until she was 70 years old. Both she and her husband were members of the Avanti club in California as we found out when a box of information was shipped to us two years ago by the previous owners. The Avanti was purchased by Clayton Bailey an avid Studebaker car collector in 1984 and remained in his family until we purchased it from his daughter Robin in 2001.

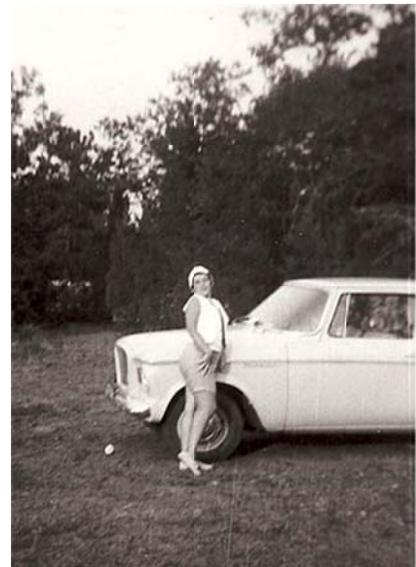


Meet Your Executive – Sue and Roly Lusted...

The Avanti came home in late October of 2001 and Roly who had retired in June of 2001 proceeded to take it apart. The car was in original condition and had not been tampered with. He removed all of the chrome, the windows, seats, carpets etc. The body was stripped to bare Fiberglas and then painted the original colour Avanti red. He had all of the chrome either replaced or rechromed. All of the carpet was replaced, installing it the way it came from the factory. The headliner was replaced. However, the seats and the door panels are original to the car which incidentally has low mileage. Everything in the engine compartment was refurbished and/or rechromed. In June of 2002, I trailed the Avanti to South Bend for the International Meet and Roly drove the 1964 Daytona to the same meet. We came home with a first with the Avanti. The Avanti is a fun car to drive and has proven quite reliable.

Since purchasing the Avanti, we have purchased and/or restored a 1962 Buick Wildcat, a 1962 Studebaker Pickup, a 1962 Studebaker Daytona, a 1964 Daytona convertible (it couldn't stay as it wasn't red or white). Roly is currently restoring a 1961 Hawk which is Flamingo in colour.

Obviously if it has wheels Roly is fascinated with it. Vintage airplanes are another interest for him. He has a vast collection of 1/43 scale model cars on display in a large display case. As one of our friends puts it, Roly is a veritable encyclopedia of car knowledge and trivia. As an aside, both my late father and his younger brother began work at the Studebaker plant in Hamilton in 1948. My father worked there until shortly before it closed. I learned to drive on a 1959 Lark, no power and a standard shift. As a teenager, I would have given anything to drive anything but a Studebaker. Go figure. I often wonder what he would have thought as we purchased our first Studebaker after he passed away.



Take a stroll through memory lane...



1969 Dodge Dart Swinger.



1947 Studebaker Roly's first car.

Meet Your Executive – Sue and Roly Lusted...



Roly filling a Corvette with gas.



Roly Racing in the Hobby Class at Flamboro Speedway.



1964 Daytona Superlark Clone.



1962 Studebaker Pickup.



1962 Daytona Hardtop.



The Avanti at the Plunkett Show 2011.



2011 A&W Cruise

Dartmouth, NS

There was excellent weather for the cruise this year. Sunny but not too hot and the cooler breeze off Halifax harbour kept everything nice. The A&W has cruise nights every Thursday and it is reported that they are well attended with usually around 300 cars if the weather cooperates.



This year for the big cruise the total had to be over 1200. The A&W parking lot was jammed as was the two big ferry terminal lots. Cars were beginning to line the roads and the lower terminal parking lot. An excellent selection of street rods and '50s to '70s classics and muscle cars and a smattering of 40's. Added to the mix

were some nice European models including a Jensen Interceptor, Jaguars and a Rover plus the more common MG and Triumph models. The absence of pre-war cars does detract from the cruise. We all like to look over the oldies but, the show is in the afternoon/evening and driving the oldies after dark is likely an issue with many owners. There must have been six Vipers on display which is quite a lot considering the population of Halifax/Dartmouth.

This year two Avanti were on display. Brian and Norma Chappell's '75 and Graham & Katherine Gagnés '63 R1. Later in the evening Jerry Schnare arrived with his '62 GT Hawk. We are all members of the Atlantic Canada Chapter of SDC.

The 3rd of September is the date of the annual Stanley Airport Fly-in of for small planes that can land and take off from grassy runways. Brian Chappell is very involved with the show and will be there with his Avanti. Graham hopes to attend also and there may be a few more Studebakers in attendance. But, more on that later.

Can Am Zone Meet

New Westminster BC

On the day before the Meet, four Avanti and a few 1940's Studebaker coupes, a Hawk and a 1925 Studebaker Fire Truck converged on our restaurant.



Ted & Lorrie Dirksen with their 1963 Studebaker GT (they left their 1964 R2 home), Bob & Marguerite McLean of Surrey, BC with his 1963 Avanti (White), Steve Pinter of Burnaby with his guest Roland Vardon in Steve's 1963 Avanti (Silver) and my 1969 (Black).



1925 White Rock Fire Truck – this is the original fire truck for White Rock and recently restored by volunteers. This truck will be on display in the White Rock Museum.

Following the lunch three Avanti headed to the Beach to Sun Tan.

Bob McLean standing by his 1963 R1 while Marguerite sits patiently inside. Steve Pinter with his 1963 R2 and my 1969.



Friday – early morning four Avanti line up to follow a dozen ASC (Antique Studebakers Club) Studebakers. We stop for a picture shoot along one arm of the Fraser River.



My 1969, Bob & Thelma Watts from Red Deer, Alberta in their White 1987, Bill & Lisa Doyle from Sunnyside Wash. in their White 1989 Convertible and Ron & Deanna Hochhalter from Yakima, Wash. in their Black 1990 four door. First time many of us saw a four door.

Can Am Zone Meet

New Westminster BC

First Tour stop was Barney Vinegar's Car Collection – approx 50 cars crammed into a warehouse. So tight that they have to jack cars up and roll them sideways to get into the next one. Majority are restored and several in restoration process. Upon arrival there was a red Lark convertible and a 1963 Avanti sitting outside.



Here you catch Bob Watts talking with Roland Vardon as Mary Ann looks on.

The ASC group headed to their lunch spot while the four Avanti's headed to Steveston's for Fish and Chips.

After lunch we headed for the 2nd Tour at Jim Ratsoy's – check out his web site.

<http://grandpasoldcars.ca/showroompage2.htm>

We are directed to park in the back field.



The tour group assembled in the pasture. Sure looks like a line up from a Bonnie and Clyde movie.

Here are just some of the 150 cars and walls lined with working condition music machines of all types, gas pumps and more . . . Everything works – they dust the place twice a month. There was lots of room to maneuver around the mouth drooling collection.

We found this lone 1963 tucked along the back wall of the 2nd storage building. When I go back I will get the VIN number.

We all headed back to the Hotel for the Wine tasting and cheese, fruit and delicious finger foods. Across the hall a suite was set up for great Silent Auction items.

Can Am Zone Meet

New Westminster BC



Met up with a new Avanti owner - George and Daye Goddard from Rosedale, BC and the following day met Arnold Gerlinky from Sorrento, BC who had his 78 Red Avanti II back at home.

Saturday. After a buffet breakfast – both Studebaker and Avanti owners headed to the parking lot holding 70 of their toys. First on the agenda was the final cleaning followed by setting up lawn chairs and umbrellas. A few set up their “Parts For Sale” stands. Others roam the lot, stopping to talk, stick their heads into the engine compartment and snapping pictures.



Sitting at the entrance of the Hotel was Pete Yuen’s restoration done by him and his son.



Three of the six Avanti shown here in the non-judging section while the three other Avanti were in the area reserved for those to be judged. The maroon 1963 R1 Automatic is owned by Jim & Linda Nunamaker of Bellingham, Wash.

That evening 180 attended the Banquet and Awards ceremony. The food was great. A special presentation was made by Queen Elizabeth in Knighting Art Unger, Pete Yuen and Brian Curtis. The Guest Speaker was from Hagerty Insurance. Check out www.hagerty.com.

Can Am Zone Meet

New Westminster BC

Awards were handed out and all three Avanti received trophies beautifully made by Pete Yuen in wood of a profile of an Avanti.

Mark Carson reported “JUST FOR YOUR INFO HERE ARE SOME FACTS ABOUT OUR MEET. THE SUN SHONE EVERY DAY THANK YOU FARMERS ALMANAC. THERE WERE 180 PEOPLE FOR DINNER, 21 LADIES TOOK IN THE SPA, 95 ATTENDED THE WINE TASTING, 70 CARS WERE IN THE PARKING LOT AND WE TOPPED 100 REGISTRATIONS. WE SOLD OUT OF T-SHIRTS, BASEBALL & BUCKET HATS. NO ANIMALS OR PERSONS WERE HARMED DURING THE FILMING OF THIS MEET.”



The previous pictures are courtesy of Dwayne Jacobson. The Queen above and following meet pictures are courtesy of Istvan “Steve” Pinter.



Dwayne and Sharon Jacobson – 1969



Bob and Thelma Watts – 1987



Bill and Lisa Doyle – 1989



Ron and Deanna Hochhalter – 1990

Can Am Zone Meet

New Westminster BC



Steve and Vivian Pinter – 1963



Jim and Linda Nunamaker – 1963



Ted and Lorrie Dirksen – 1964



Roland Vardon and Dwayne Jacobson

Some more pics...



All in all a great show! Thanks to the BC Coastal Chapter SDC for allowing the CAO to participate.

2011 Pure Stock Muscle Car Drag Racing

PSMCDR



After the 2010 races at Stanton Michigan, I removed the Avanti original engine as I was concerned that if I blew it up it would no longer be a "Numbers Matching" car. I had over the past two years built up a new engine with a lot of expensive parts such as Ross Pistons, ARP Bolts etc. The new engine was installed just before the Avanti was put away for winter storage. The original engine was sealed up and stored under my workbench with a BBQ cover over it.

After 4000 miles on the "new" engine it developed a coolant leak and it was using oil badly. Obviously the Total Seal piston rings had failed to seat properly. The decision was made three weeks before the 2011 PSMCDR event that the new engine had to go and the old engine re-installed.

We made it just in time with three days left for tuning etc.

One of the first things that I noticed was that the oil pressure on the old engine had improved remarkably. Also the temperature remained steady at 170 degrees. Previously the oil pressure was good but this change was significant. Similarly the engine temperature had never stabilized at 170 degrees before. Now it did, and it even sat at the Bluewater Bridge in Sarnia for 45 minutes idling with no increase in temperature! I told the fellow Studebaker competitors about this strange change and how the old engine was stored beneath my workbench with a BBQ cover over it. The reaction was: What kind of BBQ cover? Where did you buy it? How long do you have to leave it under the workbench for the miracle to happen?

Enough frivolity. This year's PSMCDR was not as well attended as in previous years. 140 cars as opposed to about 180. The economy and high price for fuel were cited for the attendance drop. Eight Studebakers participated. Five of them won their respective shootouts, one broke an axle, and the other two lost the shootouts.

As it happens, yours truly, was one of the losers in the shootouts, but not for lack of trying. This year I had the highest MPH that I have ever done anywhere – 102.26 mph. My elapsed time in the quarter mile was exactly the same as last year, 13.926. There is a real coincidence here. My qualifier time was exactly the same as last year also my competitor qualifier time (different competitor) was identical.

Now to my actual shootouts. I was paired with a 1970 Plymouth Superbird. 440 Six Pack. A real one! In fact the owner had just sold the car to somebody from Sweden for \$90,000.00 who was picking it up the following week. On the first run I got off to a bad start but started to catch up

By Peter Sant
Pictures by Larry Mitchell

September 16-17 2011

2011 Pure Stock Muscle Car Drag Racing

PSMCDR

when the supercharger did its stuff. But as we approached the finish line I saw the Superbird's brake lights come on and I knew there and then that I had been sandbagged. This competitor had a much faster car, probably a 13.2 second car, and qualified at 13.921.

There is a rule that if you exceed three tenths faster than your qualifier time you are disqualified. He knew this and braked to avoid the three tenths rule.

Again I lost the second shootout but not by as much. Then we come to the third run (he had already won the shootout, best two out of three) and I got ahead of him at the light and stayed ahead of him to take the win. I think that he let me win.



Round 1



Round 2



Round 3

The other Studebakers there were Ted Harbit with the Stude Tomato, George Krem with the Plain Brown Wrapper, Steve Doerschlage with a silver R3 and a pale green R1. Chuck Kern was present as always with his son John as his head mechanic. Chuck runs consistently well. My good friend Richard Poe had the misfortune to break an axle.

On the subject of Richard Poe, he also had a very unusual thing happen. He blew out a spark plug. Nobody at the Studebaker pit area had ever seen anything like it. The best part was that the plug blew out at the starting line and Richard finished the 1/4 mile on seven cylinders and still beat his competitor!



In attendance at the meet was a contingent from British Columbia. Art Unger, Turning Wheels Editor, and a couple of his friends from BC and Washington. Lots of pictures were taken and I will not reveal what the Turning Wheels January 2012 issue will look like but I know that you will be impressed.

This is a must see event by every Studebaker owner. To see these cars with small engines continually beat cars with much larger engines is a real sight to behold. The competitors hate being beaten by a Studebaker and even if they do win, their bragging rights are diminished by "Wow, I beat a Studebaker". Few of them ever claim that bragging right.

Try to attend next year. I will be there.

By Peter Sant
Pictures by Larry Mitchell

September 16-17 2011

2011 Pure Stock Muscle Car Drag Racing

PSMCDR



Not a sight you see everyday...



George Krem – Plain Brown Wrapper



Steve Doerschlage



Ted Harbit – Stude Tomato



Steve Doerschlage



Chuck Kern

By Peter Sant
Pictures by Larry Mitchell

September 16-17 2011

2011 Pure Stock Muscle Car Drag Racing

PSMCDR



Allen Anderson



Kool R2 cooling off between rounds.



Allen and Peter getting the timing right.



Ted Harbit lending a hand.



Ted Harbit's two rides...

By Peter Sant
Pictures by Larry Mitchell

September 16-17 2011

A Homecoming – Studebaker Style

On August 4th, our website (www.thehamiltonchaptersdc.ca) received an e-mail as follows:

“Hello members of the Hamilton Chapter, SDC, I'm writing a feature story for Autos.sympatico.ca (one of the country's largest car sites) on Studebaker and its Canadian connection. I'd really like to check out your Chapter's monthly meet. I'm also interested in the possibility of a visit to the old Studebaker factory in Ontario. When and where is the club's next meet? Many thanks, and can't wait to see some awesome old Studebakers! Matt Bubbers”

Since our annual BBQ and meeting will be at President Wayne Hamilton and Sharon Pearce's on September 18th, it would be an excellent opportunity for Matt to meet many members of our chapter plus see some Studebakers. I immediately contacted Stu Chapman to see if he would be interested in hosting Matt as well as inviting him to our BBQ. Stu had the excellent idea to tour the Hamilton plant plus the Marketing office on Dundurn Street in the morning, arriving at the BBQ afterwards. An invitation to attend the tour will be sent to all Hamilton Chapter members. The members participating will wait at the front door of the Studebaker office building. After photographs there, they will drive a short distance in order that Matt can photograph the north wall of the factory which still has the huge letters spelling out STUDEBAKER. Everyone will then double back to the factory area where more photographs can be taken. Following this, we will drive to Hamilton's west end to see the old Studebaker Marketing office. From that point, everyone will then drive to Wayne Hamilton's home, leaving Hamilton at approximately 11:30 am. As an added bonus, our International Magazine editor (Art Unger for Turning Wheels) and Zone Coordinator (Sharon Krueger) for Studebaker Drivers Club are planning to attend the BBQ. Matt Bubbers immediately agreed to attend, even if it meant delaying the publication of his article for a month. This would be an opportunity he could not miss.

The factory tour started at 369 Ferrie Street...



Stu Chapman in his original Studebaker Rally Team jacket providing the group the plans for the tour. The office entrance is directly behind him.



All seventeen vehicles parked along Ferrie Street East. The office entrance is near the red pole.

A Homecoming – Studebaker Style



OK people, move it along – this is a No Parking zone. Wait a minute, that is no 2011 Charger, it is Hamilton’s own 1966 “Cruiser” Daytona.



The STUDEBAKER name can still be seen on the north side of the building, albeit faded over time. This is the view from Burlington St East.



This is the east side of the plant on Mars Avenue.



Matt Bubbers is all smiles. Why not? Seventeen Studebakers at the former Studebaker plant on a beautiful day.



A view you will not see every day, heading towards 220 Dundurn St on King St West.



Parked along Dundurn Street in front of the former Marketing offices, now derelict.

A Homecoming – Studebaker Style

Matt Bubbers also had the privilege in talking to two former Studebaker employees in addition to Stu Chapman. They were able to share some stories about working in the plant assembling cars at Studebaker during the day.

Stu Chapman began his career with Studebaker in the summer of 1963 as Assistant Advertising and Public Relations Manager. He immediately began the 1964 model launch (which saw the end of South Bend manufacturing) and the final 1965 and 1966 launches of “Canada’s Own Car”. He also was involved in the Shell Rally 4000, offering Studebaker’s manufacturing support of a Studebaker race team. He was even going to participate in the 1966 Rally, which was pulled when Studebaker Canada announced the end of the line. When Stu Chapman left as the Director of Advertising and Public Relations he inherited all of Studebaker’s memorabilia. His career may have ended with Studebaker in 1966, but thankfully not his involvement. He has been the spokesperson on numerous occasions for Studebaker and thankfully published a book with some his memories in “My Father the Car: Memoirs of my life with Studebaker”. In 1966 Stu began his new career along with associate Lillian Morris with Chapman Morris Advertising.



John Spillet started out as an assembler, organizing the engine line. Gradually he was promoted to a lead hand, group leader and sub-foreman. The next move was to an assistant foreman. After a couple of years John managed welding of front end parts and assembling of tubing for gas and brake lines. He also managed the assembly of gas tanks, rear axles, frame line and front end parts. Later John was in charge of the chassis line and the final line. He was moved to the dollup and repair department as an assistant foreman. Later John was moved back where he started but in charge of all the departments as worked in the past. John trained many supervisors as business expanded. Later he was moved to manage the trim department. When the plant went

on two shifts John managed the paint department as well. Soon John was asked to run the second shift as Plant Superintendent. He also trained most of the new supervisors they needed for the second shift. On March 17th 1966 the company closed down and went out of business. He went onto Delman Manufacturing and then later Mack Trucks. John is one of the few remaining former employees who worked at the Hamilton plant from opening in 1948 to closure.

A Homecoming – Studebaker Style

George Wingfield worked in Trim on the station wagons. He put the wiring in for the interior lights and the wind lace around all four doors. He also installed trim along the sliding roof and the corner chrome pieces for the roof. This was on the sub line. From there he went to the main trim line where he installed the headliners. After they went to one shift, he was bumped over to body build. There he spot welded the roof to the car. Then he bid back into trim where he ended up doing the dashes. He actually installed the dash in the last model. He would have liked to stay and gone into management but due to unfortunate timing, the plant closed. He like John Spillet also had to look for a new career, which he found at Ford Motor Company.



Members and their vehicles that participated in the tour:



Mike Emmerich – 1940 Champion



Jim Anderson – 1963 Avanti



Peter Downey – 1950 Champion



Steve Porter – 1950 Champion



Steve Tournay – 1962 Lark



Ted Calder – 1964 Daytona



David Street – 1962 GT



Larry English – 1965 Daytona



Matthew Hawkes – '59 Silver Hawk

A Homecoming – Studebaker Style



Mary Robson – 1958 Commander



Larry Gibson – 1965 Daytona



Fred Hall – 1962 Lark Daytona



Roly Lusted – 1962 Lark Daytona



Eric Harnett – 1966 Cruiser



Stu Chapman – 1964 Daytona



Hamilton PS (Terry Hill) – 1966 Daytona

Stu Chapman, Matt Bubbers and I would like to thank all those members who participated in the morning tour to the factory.

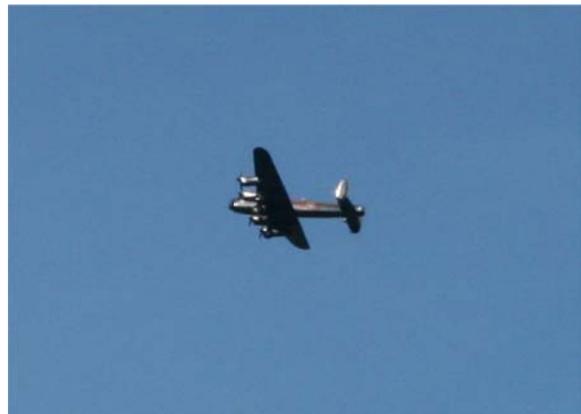


Wayne Hamilton – 1985 Avanti

After the tour, we all made it to Wayne Hamilton and Sharon Pearce's. Here we were joined by Art Unger and Sharon Krueger and many other members unable to join the tour, most with their Studebakers. After a brief meeting, the BBQ began along with more stories and fellowship. All-in-all a grand day!



Following the meeting all 47 members in attendance took the time to meet our guests and swap stories on a beautiful fall day.



Stu even arranged for a fly-over, NASCAR style, in honor of the day. The only active flying Lancaster out spreading its wings.

Maple Leaf Tour

The weekend of September 30 to October 2nd started out with a wet drive for most on Friday, but Saturday and Sunday sunshine showed off the colours of Muskoka to great effect. After a get-together at the Griffin Pub in Bracebridge ON on Friday evening, all were up and ready for the Saturday tour. Eighteen cars turned out for the tour plus a recently finished 1950's truck waiting for us at Butson's Boat shop in Minett. This year we had four Avanti in attendance, being those of Vern Brinsmead, Harry Clark, Peter Sant and Steve Wohleber. Unfortunately, those of Peter and myself decided that the tour was not in the plan. Peter had power steering pump problems and mine with electrical surprises. However, being tried and true Studebakers, they managed to get us both back home. How are your biceps Peter? We were able to pick up rides with others in the group and left our cars at the Travelodge for "show".

Saturday started off with a light breakfast and then on to Sprucedale to "Bear With Us", an orphan bear sanctuary run by Mike McIntosh. Some of these bears are permanent residents while others are re-introduced into the wild when ready. One of the longtime residents, Molly, a former circus bear, still enjoys her marshmallow treats, taking them one at a time from Mike and holding them in her paw eating each in two dainty bites. This was a great location and an interesting walk around this old farm property.

Next we made our way through some beautiful county back roads to the "Crossroads" at Rosseau where we all enjoyed some warmth and a great lunch. We then headed into Minett past Lake Rosseau and Butson's Boat Shop. Butson's are one of the last old time builders in the area and we were able to tour the shop where a selection of projects were underway. They also build custom launches from four or five standard designs starting at \$150k and up to a half million or more depending on the client's wishes.

As is often the case with days like this, we were now running a bit late to take in the Port Carling Heritage museum, so continued our drive through more gorgeous scenery back to Bracebridge for a freshen up before a lovely dinner at the Birds Mill Centre, Riverwalk Restaurant. Prizes, awards and all round good time.

This is our third Maple Leaf Tour and we have to say, every one has been a most enjoyable weekend, well planned and always something new of interest. Thanks again to the Ontario SDC for hosting and planning such a good time and especially to Vern for all those needed boosts to get Barb and I back home!

Harry and Jane Clark added: The Saturday tour started very cool, actually saw some snowflakes mixed in with a light rain. Then the day turned sunny and we had a very nice drive. A great tour, nice people and an interesting drive.



Steve and Barb Wohleber's 1963 alongside Peter and Marna Sant's 1964.



Harry and Jane Clarks 1979 at the Travelodge.

Maple Leaf Tour



Ray and Vera Marin decided to take their new Crossfire out for a spin and leave the 1984 Avanti at home.



At "Bear With Us" in Sprucedale. Where's the Bears?



Bob Easton is telling Joanne that after finishing the convertible, there is no way I am taking on a vintage boat!



Harry Clark with Barb Wohleber outside Butson's. That pickup would make a great tow vehicle for a vintage boat!



Bob and Joanne Easton alongside Barb Wohleber and their 1960 Studebaker Lark convertible.



Harry Clark (their dog Rosie in the window) with his 1979 at "Bear With Us". I am sure you recognize Steve and Barb Wohleber beside him.

Rice Lake Auto Salvage

On August 30, Jim Hinsberger sent me these pictures of a race car he recently restored. I always appreciate the time and effort (not to mention money) that goes into a restoration, and this appears to be no exception. As you all know I have a passion for NASCAR and this made me say wow! Hopefully Jim will get a chance to take it around for a few left turns before it reaches its new home. Congratulations Jim!

Hi Mike,

I'm sending a few "before and after" pics of a race car I've restored. It was an eight month project. The car raced in Rice Lake, WI. along with Duluth, MN. and Thunder Bay, ON from the late 1950's till the mid 1960's. The car will now go on display at the Rice Lake Speedway Hall of Fame and in Thunder Bay. I know it's not Avanti related, but I thought some the members might be interested.

Yours truly,
Jim Hinsberger,
Avanti # RQB2592



VALVE ADJUSTMENT-- STUDEBAKER V8

I have just completed a valve adjustment on my Avanti 289 engine and I thought that I would share with you the procedure that I used.

First remove all the spark plugs. (Time to do a compression check here).

Remove the coil wire from the distributor and ground it to the engine block.

Using a jumper wire from the started solenoid to the battery (I have a push button jumper set from Canadian Tire) " Bump" the engine over to put the engine on Top Dead Centre (Timing mark on the vibration damper lined up with the pointer). This can be done in two ways. One is by removing the distributor cap and verifying where the rotor is pointed or the way that I do it by removing both valve covers and checking where the valve position is on number one cylinder. (The valves on number 1 should both be closed and you can easily tell by pushing on them and they should move about .025.).

You may be able to rotate the engine with a big wrench on the vibration damper bolt to make the mark line up exactly with the pointer and mark on the vibration damper, but on an Avanti this is next to impossible. If the mark on the vibration damper shows that it is on Top Dead Center but number Six is in firing position it really does not matter, just follow the chart below.

With Pointer and engine on Number 1 firing position adjust valves

EXHAUST Number 1, 3, 4, 8

INTAKE Number 1, 2, 5, 7

With pointer at Number 6 firing position adjust valves

EXHAUST Number 2, 5, 6, 7

INTAKE Number 3, 4, 6, 8

Now, the factory manual specifies valves to be set hot and running. This is a very messy and awkward thing to do. It is best to set your valves cold and I mean cold. Allow the engine to sit overnight to be sure. Then set the valves to .027 not the .025 as the manual states. I prefer to set valves a bit on the wide side as today's fuels seem to make the engine run a bit leaner (hotter).

After you have done the valve adjustment in accordance with the procedure outlined you should do a double check just to be sure that you have set them accurately and you have not made any mistakes.

Upcoming Events...

Chapter Events

Meetings for 2011: Nov. 27, 2011: Bill Harris, Dundas ON. ELECTIONS!

AOAI Events

TBA Stay Tuned as events are announced for 2012!

SDC Events

June 15-16, 2012: Crossroads Zone Meet, Frankenmuth MI. Host hotel is located centrally – walking distance to everything. Details will be provided as they become available.

June 28-July 1, 2012: Studebaker “Made in Canada” Celebration, Ontario Chapter SDC. It's to celebrate the 50th anniversary of the SDC, 40th of the Ontario Chapter and 160th of the Studebaker Corporation. See <http://www.ontariosdc.ca/> as information becomes available.

July 29- Aug 4, 2012: 48th INTERNATIONAL MEET, July 29-Aug 4, 2012 in South Bend, IN. Hosted by Michiana Chapter. HQ: Marriott Downtown Hotel. Join us in celebrating 50 years of the Studebaker Drivers Club! Meet hotel is the Marriott, with activities at the Century Center, and Fairgrounds. Come to South Bend and enjoy a fun filled eventful week! See <http://www.michiana-chapter-sdc.net>

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

HISTORICAL TRIVIA

Did you know the saying "**The GOOD LORD willing and the Creek don't rise**" was in reference to the Creek Indians and not a body of water? It was written by Benjamin Hawkins in the late 18th century. He was a politician and Indian diplomat. While in the south, Hawkins was requested by the President of the U.S. to return to Washington. In his response, he was said to write, "**The GOOD LORD willing and the Creek don't rise.**" Because he capitalized the word "**Creek**" it is deduced that he was referring to the Creek Indian tribe and not a body of water.

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are 'limbs,' therefore painting them would cost the buyer more. Hence the expression, '**Okay, but it'll cost you an arm and a leg.**' (Artists know hands and arms are more difficult to paint).

As incredible as it sounds, in Elizabethan times men and women took baths only twice a year (May and October). Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs. Wealthy men could afford good wigs made from wool. They couldn't wash the wigs, so to clean them they would carve out a loaf of bread, put the wig in the shell, and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term '**big wig.**' Today we often use the term '**He's a Big Wig**' in reference to someone who appears to be, or is, powerful and wealthy.

In the late 1700's, many houses consisted of a large room with only one chair. Commonly, a long wide board folded down from the wall, and was used for dining. The '**head of the household**' always sat in the chair while everyone else ate sitting on the floor. Occasionally a guest, who was usually a man, would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. They called the one sitting in the chair the '**chair man.**' Today in business, we use the expression or title '**Chairman**' or '**Chairman of the Board.**'

Also in Elizabethan times, personal hygiene left much room for improvement. As a result, many women and men had developed acne scars by adulthood. The women would spread bee's wax over their facial skin to smooth out their complexions. When they were speaking to each other, if a woman began to stare at another woman's face she was told to, '**mind your own bee's wax.**' Should the woman smile, the wax would crack, hence the term '**crack a smile.**' In addition, when they sat too close to the fire, the wax would melt. Therefore, the expression '**losing face.**'

Ladies wore corsets, which would lace up. A proper and dignified woman, as in '**straight laced**' wore a tightly tied lace.

Common entertainment included playing cards. However, there was a tax levied when purchasing playing cards but only applicable to the '**Ace of Spades...**' To avoid paying the tax, people would purchase 51 cards instead. Yet, since most games require 52 cards, these people were thought to be stupid or dumb because they weren't '**playing with a full deck..**'

HISTORICAL TRIVIA

Early politicians required feedback from the public to determine what the people considered important. Since there were no telephones, TV's or radios, the politicians sent their assistants to local taverns, pubs, and bars. They were told to 'go sip some Ale' and listen to people's conversations and political concerns. Many assistants were dispatched at different times. 'You go sip here' and 'You go sip there.' The two words 'go sip' were eventually combined when referring to the local opinion and, thus we have the term 'gossip'.

At local taverns, pubs, and bars, people drank from pint and quart-sized containers. A bar maid's job was to keep an eye on the customers and keep the drinks coming. She had to pay close attention and remember who was drinking in 'pints' and who was drinking in 'quarts,' hence the phrase 'minding your 'P's and Q's'.

In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how to prevent them from rolling about the deck? The best storage method devised was a square-based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon.

There was only one problem....how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a 'Monkey' with 16 round indentations, however, if this plate were made of iron, the iron balls on the bottom layer would quickly rust to it.

The solution to the rusting problem was to make 'Brass Monkeys.' Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would come right off the monkey. Thus, it was quite literally, 'Cold enough to freeze the balls off a brass monkey.' (All this time, you may have thought that was a crude expression.)

Carl loves to send out jokes and pictures. I have learned to look around to see if it is safe to open his e-mails! This one, however, is safe and enjoyable. Makes you wonder how many of these are truly real, as they sure sound like it!

Keep them coming Carl!



Host Chapter

2012 Crossroads Zone Meet

June 15-16, 2012
Frankenmuth, MI

Meet Schedule

Friday June 15th

8:00 AM Vendor Set-Up Begins
12:00 PM Swap Meet Begins
7:00 PM Ice Cream Social @ Vendor Tent

Saturday June 16th

7:00 AM Concourse Field Opens
9:00 AM Concourse Judging Begins (SDC Judging)
6:00 PM Awards Banquet

Cut here and mail form with payment

| Description | Prices | Qty | Total |
|---|-------------|--------------|-----------|
| Meet Registration (Req'd) | \$15 | 1 | |
| Car Show - Judged (List Below) | \$15 | | |
| Car Show - Displayed (List Below) | \$5 | | |
| Meet T-Shirt (Indicate Size Below) | \$15 | | |
| Meet Awards Banquet @ Sullivan's Black Forest | \$27.50/ea. | | |
| Swap Meet Space (Outdoors 10 X 10) | \$10 | | |
| Swap Meet Space (Under Tent 10 X 10) Only 8 spaces avail. | \$15 | | |
| 8' Table | \$10/ea. | | |
| Folding Chair | \$1/ea. | | |
| | | Total | \$ |

Name: _____

Address: _____

City: _____

State: _____ Zip Code: _____

Phone: _____

e-mail: _____

Studebaker: _____

Make Check to:

NEMSDC Zone Meet
11014 Potter Rd.
Flushing, MI 48433
(810) 659-3529

Indicate Shirt Size:

S____ M____ L____

XL____ XXL____

36

Host Motel - \$80/night

Frankenmuth Motel (800) 821-5362
1218 Weiss St. Frankenmuth, MI 48374

Additional Accommodations

www.frankenmuth.org

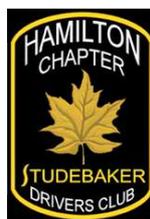
Camping

Jellystone Camping
(989) 652-6668
Mention "Studebaker Zone Meet" for 15% off

Pine Ridge RV Park
(989) 624-9029

2012 Studebaker “Made In Canada” Celebration

Sponsored by:



Friday, June 29 – Sunday, July 01, 2012
Ramada Inn on the Bay, Belleville, Ontario

Basic Registration Form

Personnel Information:

Pre-Registration Fees: Until 31 May 2012 – See Notes

Name: _____

Car Show – Vehicle(s): _____ \$10 EA (\$15)

Spouse's Name _____

Vendor Space: 8 ft x 20 ft each (Parking Space)

Address: _____

Outdoor: _____ \$10 EA (\$15) Saturday during Car Show

City/Town _____

Event Men's T-shirts _____ \$15 EA - \$18 w/pocket - Plse circle size M L XL XXL

Province/State: _____

Event Woman's T-shirts _____ \$15 EA - Plse circle size M L XL

Phone: _____

Event Coffee Mug _____ \$8 EA Studebaker Auto Division Apron _____ \$20 EA

Studebaker Auto Division T-shirt _____ \$15 EA Plse circle size M L XL XXL

E-Mail: _____

Friday Road Trip: _____ \$5 Half day _____ \$10 Full day (per vehicle)

Saturday Awards Banquet _____ \$35 per person (\$40)

Total Enclosed \$ _____ Cdn or US (Check or Money order)

Club Member # _____

Note: US Money taken at Par, Cash Only at event after 31 May 2012

Vehicle Information: 1. Year: _____ Model: _____ Division _____

(If necessary) 2. Year: _____ Model: _____ Division _____

3. Year: _____ Model: _____ Division _____

Note: Above rates are for pre-registration of all SDC, ASC & AOAI/CAOA members (until 31 May 2012). Late Registration or Non-Member costs are in brackets () above. Event Registration after 31st of May will be in cash at the Ramada Inn during the event. Limited Awards Banquet tickets after 22 June 2012

Visit www.ontariosdc.ca or phone 613-377-6074 for all further information. Visit www.bellevilleramada.com for full Hotel information. To book room phone Hotel at 1-800-420-3555 or 613-968-3411. Double Rooms \$109 per night (25% reduction) until 29th of May, 2012. Mention “Ontario SDC” to receive discount.

Make Checks payable to: “Ontario Chapter SDC” Send to: 2012 Studebaker Made In Canada
C/O 641 King St East, PO Box # 064
Gananoque, ON K7G 0A2