



The Canadian Avanti

Official Newsletter for the Canadian Avanti Owners Association

Fall 2010

Welcome to the First Edition of the Canadian Avanti!



Mike and Judith Emmerich's 1983 Avanti taken August 26 @ A&W Cambridge
"Cruisin' for a Cause Day".

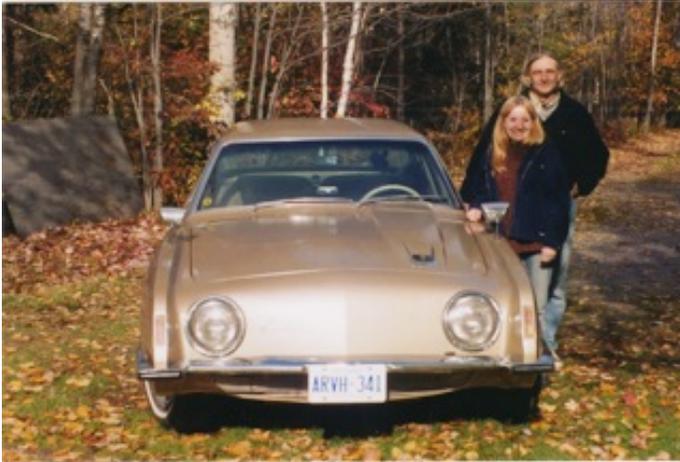
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Look for your election ballot near the back!

Please direct all comments to Mike Emmerich, Editor, Studeemike@yahoo.ca.

Message from the President...



Well, as my first President's message I suppose I should go through the usual Thank You and looking forwards...but i'd rather talk about Avanti. However this first letter is less about the design of the Avanti, than about the designer of the Avanti, Raymond Loewy. Artist, Renaissance Man, seminal figure in the history of Industrial Design, for over 60 years and then some. Most automobiles are designed by groups of automotive stylists, and many have

been wonderful creative geniuses. Raymond Loewy (a Lt. in the first WW) was also an outstanding stylist, but unlike the others, was also a fashion designer, a graphic designer; think EXXON, Shell, BP, Lucky Strike, International Harvester; an architect, an interior decorator. He designed everything from copying machines and refrigerators to the interiors of Skylab the Concorde and Airforce One. His designs for the Pennsylvania Railroad are recognized as the highest achievement in Locomotive design and functional perfection. He even figured out how to deflect the smoke from steam engines away from the engineer's eyes. Today we call these 'airfoils'. How many of us; as children; experienced countless hours of pleasure from the simple rubber band airplane that could be purchased for a quarter? Raymond Loewy invented that, won the Gordon Bennet Trophy for the design, and patented it, eventually selling the rights...when he was 15! Clay Modeling. Imagine Loewy with 50 pounds of clay in his New York City room working for Gestetner in 1929. NASA acknowledged millions of dollars in savings by going to clay. Every automobile company worldwide went for clay. Loewy came up with the idea as he felt the only way to sell his design was to present a three dimensional model, and clay was cheap! Loewy wasn't just a designer, he was an Artist. The Avanti was displayed in the Louvre and The New York Museum of Modern Art. As owners, enthusiasts, collectors, the Avanti, in all of its various manifestations, is perhaps the most unique and timeless automotive design to be produced by a mainstream automaker. It should say something that



despite the original manufacturer shutting it down after two years, it continued to be produced by various interests, practically as introduced for close to 30 years. Then with design variations echoing the original, until quite recently...and may resurface yet. So let's face it, you could buy a Hawk, a Daytona, a Corvette, Jag, and many others with similar or better performance. What makes the Avanti so special is its design, and that is due to the genius of Raymond Loewy. More about that next time...

Wishing you all the best,
Steve Wohleber

Editors message...

Welcome to my nightmare! OK, so I stepped in to it, so I had better enjoy it. By now many of you realize that I like taking pictures and writing articles. The “Canadian Avanti” will evolve over the coming months (years?) with input from you. I am also on the mailing lists of many chapters so I can glean what is good (and bad) about their newsletter and incorporate. I will even include some information from them – hopefully they will do likewise.



So who is Mike Emmerich? For those who know, they can turn the page if they want to. For the rest of you:

I have been involved in the old car hobby since I was 14. A neighbor who sadly passed away in 2006 named Carl Elliot introduced me to Model A's. I helped him for more than three years disassemble, repair and assemble them to sell. I joined a local car club (Ingersoll Rod and Custom Association) in 1979 and helped organize a yearly Rod Run and Campout for 10 years. I had the opportunity to drive and work on many cars during that period but never acquired one. In 1983 this all changed, when I purchased my 1940 Studebaker Champion Coupe. Thus began my love affair with Studebaker. I joined the Ontario Chapter of the Studebaker Drivers Club, but was only a member for three years. In 1990 I married my lovely wife Judith, who told me to build it or sell it. Five years and many bucks later, the car was on the road. In 2002, Judith graduated from Police College and as she always wanted a convertible, I naturally had to buy her a Studebaker – this being a 1963 Lark. It was in need of restoration (but much better shape than the coupe) but like all things, it takes time, money and talent – and you can only have two at a time. So we are still working on this (project completion summer of 2011). This was also the year we joined the Hamilton Chapter Studebaker Drivers Club. In 2006 the Avanti bug hit me. A CAO member introduced me to a car that a former member (John Rowe, who had deceased the previous year) had for sale. This 1983 Avanti was what I was looking for, so we purchased it. I joined the CAO later that year.

So now it is time for a new garage. The garage we built was designed to hold four cars (Judith had purchased a limited edition Jeff Gordon 2003 Monte Carlo) so we were all set, so we thought. I have just purchased another this year, a 1963 Lark four-door, who now occupies stall number five (thank goodness for the hoist). I believe we are done. It is now time to finish the convertible so I can paint the Avanti. I enjoy volunteering in the organizations I belong to – I am acting secretary and editor for the CAO, secretary and historian for the Hamilton Chapter and ATT Coordinator for the Sportsmens Club Galt Inc. We are also pet lovers – one dog and nine cats can attest to that.

I look forward to the challenge of producing a newsletter that you will look forward to and enjoy reading.

So enjoy and please let me know how I am doing!

By Mike Emmerich

Editors message...



Our 1940 Champion Coupe. A street rod with a custom chassis, featuring a 383CID Chevrolet with 700R4 transmission, air conditioning and a beautiful paint job. We have won many trophies with this car and it is a blast to drive.



Judith's graduation gift, a 1963 Lark Convertible. A "barn" find, it has been completely disassembled and is in process of being put back together, with a 1994 5.7L LT1 fuel injected engine and four speed automatic. It will have air conditioning and a leather interior to compliment the new black cherry paint job.



I finally have an Avanti – this being a 1983 Blake version. In original condition (one warranty repaint) the car has needed little since I have purchased and has gone to South Bend three years in a row to attend the Michiana swap meet in May.



This is Judith's 2003 Monte Carlo. It was signed by Jeff Gordon and Rick Hendrick in October 2006, which was a story itself. Ask Judith to tell you about it sometime.



Our latest acquisition, a 1963 Lark four door. Don't know why we bought it – it was just a good deal. It will be my summer driver next year.



CAOA Meeting Minutes

September 26, 2010

Members Present: Held at the home of Ralph and Marguerite Hart in Cambridge ON. Steve and Barb Wohleber, Dave and Barb Moxham, Ralph and Marguerite Hart, Roly and Sue Lusted, Barry and Carol Leppan, Jim and Barb Anderson, Bill Harris, Hugh Campbell, Mike Emmerich.

Call to Order: 1:55 PM

Opening Remarks: Steve Wohleber welcomed everyone to the home of Ralph and Marguerite Hart. He thanked them for the delicious BBQ (and the members who brought additional items) and opening their home to the CAOAs members in attendance. Steve also observed that he was not busy enough after looking at all the cars undergoing restoration by Ralph.

Minutes: Minutes of June 27, 2010 read by Mike Emmerich. Motion to accept minutes made by Roly Lusted, seconded by Bill Harris, accepted.

Treasurer's Report: Motion to accept report for September 26, 2010 made by Dave Moxham, seconded by Roly Lusted, accepted. All signatures (Bill Harris, Dave Moxham, Steve Wohleber and Mike Emmerich) required for cheque signing by the bank have been completed. Dave also advised that while we have a surplus and can investigate items to support, we will still have to be cautious.

Membership Report: Membership status - we are now at 63 members. Bill Harris will follow-up with delinquents in an effort to get them to renew for 2011. Communication nationally is the key (other than the Newsletter).

Old Business:

Newsletter Editor: Mike Emmerich has accepted this position. Look for the new newsletter to come out in October.

President: Steve Wohleber advised the AOAI Executive of the change in the Presidency of the CAOAs. He is still investigating the duties/responsibilities of the President. Files as received from Roland Vardon have been forwarded to appropriate executive for archiving. Steve also commented that he is under many

By Mike Emmerich



constraints due to other things he is working on and needs the executive's help in getting things done. This was acknowledged by the executives who agreed to support him and the CAO as required to make it a first-class organization.

Membership Patch: From Paul Cronkwright: "As I mentioned to you at the BBQ, I have a ball park figure with regards to the crests. I mentioned that they have to be 4 1/2" across the bottom in order to be legible. (they could be bigger if that's what we want). This size would be too big for hats but great for jackets. I submitted two designs; One that would be a semi-circle and one that would follow the outline of the leaf.

The semi circle one would be more expensive because of all the red "fill in" area that surrounds the leaf. The cost of embroidery is based on the number of stitches. The club would have an initial cost for the digitizing....\$120.00 (this is standard everywhere). The crests would range in cost about....\$6 to \$8 each depending on size and style and amount ordered.....and of course taxes."

A motion was made by Mike Emmerich that we utilize the vendor Paul Cronkwright worked with and to purchase an initial supply of 100 patches.

Discussion: There was concern about the 4 1/2 inches as being too large for a hat. Steve Wohleber thought that there was a crest already done by Myrna Sant or the people who did our window sticker. The purpose of this crest was also discussed. We provide a window sticker to all new members and wanted to supply a sew-on crest for a jacket or a hat. This crest would initially be given to all members then all new members thereafter.

The motion was put aside until our November meeting.

Action Items: Paul Cronkwright to investigate could it be made any smaller.
Bill Harris to ask vendor who supplied the window sticker if they have the digitizing file or could make a crest.
Steve Wohleber to ask Marna Sant if she has a digitizing file or could make a crest.

E-mail Etiquette: All CAO e-mails are sent BCC to members to ensure privacy and unwanted e-mails. Ralph Hart suggested an e-mail account for security – not needed at this time. If anyone wants to send a broadcast e-mail to the CAO, they must send to Mike Emmerich for distribution. Please ensure that Studeemike@yahoo.ca is not blocked as SPAM.

By Mike Emmerich



Events:

- July 16-18, 2010: Crossroads Zone Meet in Chillicothe, Ohio. Roly Lusted reported that it was very well done. It was held at a downtown park. There were a decent amount of vendors. There was People Choice judging with well deserved winners. The banquet was good with many people from Canada attending.
- August 12, 2010: A&W Studebaker themed cruise night in Cambridge. There were eight Studebakers in attendance with two Avantis – Bill Harris 1963 R-2 and Mike Emmerich 1983. Mike Emmerich also had his 1940 Champion Coupe in attendance and won a trophy for best Studebaker.
- August 15, 2010: Lunch at 11:30 at Swiss Chalet – Cancelled.
- September 4, 2010: Drive your Studebaker Day. There was rain all over Ontario it seemed. See article in the newsletter.
- September 17, 18, 2010: Pure Stock Drags, Stanton Michigan. Peter Sant has to now wear a helmet. See article in the newsletter.

New Business:

- Web Site: Sue Lusted has agreed to investigate creating a website and act as webmaster. The website will be similar to the Hamilton Chapter website (<http://www.thehamiltonchaptersdc.ca/>). Domain name cost is \$20 yearly and the website hosting charge is between \$120 to \$150 yearly (based on her experience with her Garden Club and the Hamilton Chapter websites). Motion made by Mike Emmerich that we create a website for the CAO A at an estimated yearly cost of \$200. Webmaster will be Sue Lusted. Motion seconded by Barry Leppan, all in favour. The domain name will be “Canadian Avanti.ca” or “Canadian Avanti Owners Association.ca”. Sue will work with Mike to populate the site and will have a preliminary design ready to show for the November meeting.



- Powerama:** Ted Dirksen has asked the CAO A for financial support of Powerama in Edmonton in 2011. In order to comply, we will need a breakdown of what is required (initially \$500 was requested) in order to make a motion. Ted has indicated that he will advise at our November meeting.
- Budget:** Due to the Powerama request along with the website and crests, the CAO A has to determine how to budget for requests. There will also have to be made consideration for a reserve. The new executive (in November) should meet to discuss the budget, which include expenditures and receipts. They also need to determine the size of the reserve (recommended is operating costs plus ½).
- Elections:** Potential nominations for our upcoming election in November. All positions are open, most notably President. Seeking nominations/volunteers to represent East and West. Mike Emmerich will get Vice President nominations from East and West and the members present should consider the President (and others) role.
- Newsletter:** The "Name the Newsletter" contest started in July ended today with a winner. The name chosen is "Canadian Avanti". The name is appropriate as it is inline with our organization's name and makes it distinctly Canadian when it comes to an international organization. The new website will try to leverage the Canadian theme as well. The winner of the 1/32 diecast Avanti is Graham Gagne (who also won an Avanti at York several years back). Congratulations Graham!
- Applications for 2011:** CAO A and AOAI review. The CAO A application was revised to include "Membership in AOAI is not required but preferred". This was arranged by Roland Vardon in agreement with the AOAI in order to start-up our chapter across the nation.
- Summer of Fun:** How did your summer go? Steve Wohleber attended the Father's Day show in Huntsville. Very good show, recommended. Due to our group being spread across Canada, it is difficult getting 2-3 Avantis together. Plunketts show in London had 9 Avantis in attendance. This event should be considered again for 2011 as an

By Mike Emmerich



Avanti show. When an event is announced (Pat and Mary Johnston's for example) we should make all attempts to attend or at least notify the organizer that we cannot attend. It is difficult enough arranging for an event, even more difficult when no-one shows up or attends.

2011 Calendars:

They are in and are marvelous! They feature CAO members Wayne Hamilton and Sharon Pearce's 1984 Avanti and Karen and Chuck Douglas's 1963 R-2. Price is \$12 (at meetings) or \$15 mailed. Please contact Dave Moxham for your copy today!

2011 Dues:

Our membership dues are still only \$15 yearly. Please contact Dave Moxham today to renew. Please ensure that you update Bill Harris and Mike Emmerich with any address or e-mail changes.

Events:

November 19-20, 2010:

Reedsville PA swap meet. What do you need?

November 28, 2010:

Our next Meeting is at the home of Bill Harris, 2001 Binkley Rd., RR 1, Dundas, Ontario. Phone is 905-628-6370. Details will be forthcoming. This is our annual Election meeting – please be sure you attend and send in your nominations!

July 13-17, 2011:

AOAI National Meet, Gettysburg, Pennsylvania. See www.aoai.org for additional information as it becomes available.

Meeting Adjourned:

Motion to adjourn by Sue Lusted @ 3:45 PM, all in favour.

**Canadian Avanti Owners Association Meeting Pictures
September 26, 2010**



Barry and Carol Leppan's 1964 GT along with Jim and Barb Anderson 1963 R-2



Mike and Judith Emmerich's 1983 beside Bill Harris' 1963 R-2



Dave Moxham and Steve Wohleber listen to Ralph Hart talk about his 1963 R-2 with Bill Harris peeking.



Steve Wohleber was right. With two garages filled with Studebakers, Packards and Kaisers, Ralph had no shortage of work.



Hugh Campbell along with Barry Leppan. Hugh was complaining about a split motor mount – no sympathy from this group!



Roz Barden, Sue Lusted and Barb Wohleber. You do not want to know what they are talking about...

Canadian Avanti Owners Association Meeting Pictures September 26, 2010



Nice thing about these meetings – there is always a BBQ beforehand.



Gotta finish that lunch so we can have the table for the meeting! Roly – stay away from my plate!



Bill Harris telling Mike Emmerich all about his new acquisition – a 1936 Ford Sedan Street rod.



Getting ready to leave after a great afternoon. We have to have a group photo.



Barb Moxham with Cecil and Bogey. They are driving back to Sudbury (4-5hour drive) so you want to make sure their “tanks” are empty!



The end!

Lone Avanti in Puyallup

By Dwayne Jacobson

I've had it in my heart to attend the Goodguys Hot Rod Show in Puyallup Washington as a spectator for some time. My wife showed no interest in the 3 hr road trip there let alone the 3 hrs back the same day. When two of my granddaughters (11 and 12yrs) heard me talk about wanting to go they packed up their overnight stuff and came home with us. On July 25, 2010, we were up at 6 and on the road by 7 arriving at the Fair Grounds by 10am. I asked at registration for directions to park off site; however the guy encouraged me to take the Avanti right into the grounds and be part of the Show. The girls were so excited and I have to admit I was too except my car is no where near the finish that the show cars were. In we went and found a spot just down from a Studebaker Pick-up from Surrey. We walked the grounds looking for other Avanti's and saw none. I did come across several Studebakers.

Back home – the car ran real well – keeping to the speed limit. I passed 15 speed checks on the way down and 5 coming home. Even with a 383 stroker I got about 15 miles per gal on the trip. The day was in the 80's and the car ran the 180 temp until I lined up at the Border Crossing – sitting on the hot pavement its temp reaching 240. The 2 pusher fans worked for a while then cut out. I had to turn the car off several times in the line up. I need help in this area – how to keep it cool on hot days on hot pavement.

Dwayne Jacobson

Canadian Avanti Owners Association member in White Rock BC

Some Pictures from the Show...



Dwayne's 1969 Avanti II. Looks pretty good to me.



1955 Conestoga Wagon, custom front treatment.

Lone Avanti in Puyallup

By Dwayne Jacobson



1954 Conestoga Wagon, stock front end.



1950 Starlite Coupe



1950 Business Man's Coupe



1942-48? M Series PU



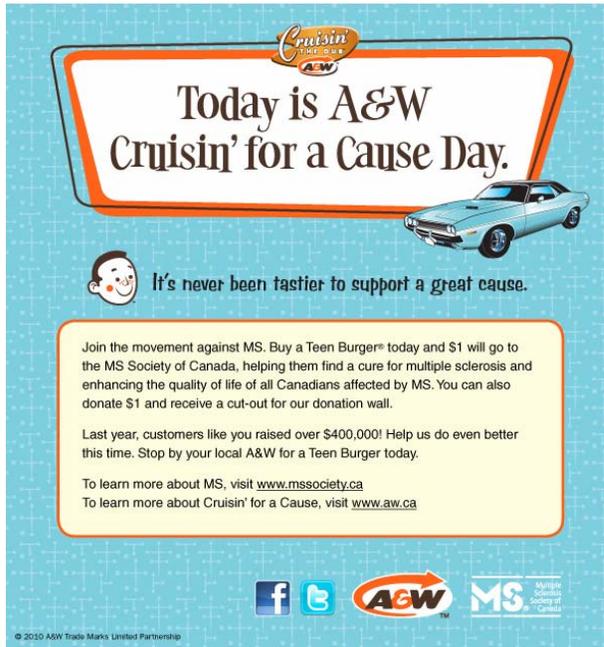
Same truck – Dwayne must like these.



That's OK, so do I.

Cruisin' for a Cause Day

A&W August 26, 2010



The poster features a blue background with a white grid pattern. At the top, a stylized orange and white banner contains the text "Today is A&W Cruisin' for a Cause Day." Below this, a cartoon character of a smiling face is next to the text "It's never been tastier to support a great cause." A white classic car is shown in the upper right. A central white box with an orange border contains text about donating to the MS Society of Canada. At the bottom, there are logos for Facebook, Twitter, A&W, and MS (Multiple Sclerosis Society of Canada).

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August 26 2010 was Cruisin' for a Cause day for A&W. This event was held to help end MS. All purchases of a Teen Burger that day resulted in a \$1 donation to help fund the battle against MS. A&W is well known to support cruise events across Canada – see <http://www.aw.ca/cruisin-the-dub.nsf/home>.

CAOA members across Canada attended various locations this day (August 19 2010 in Dartmouth NS).

Here are a few pictures...

Barry Slipp, Edmonton AB:

Here is a shot of me at the A&W where my wife Valerie and I went for Teen Burgers. This one was not well attended as, if you notice the clouds in the background; we were expecting major thunderstorms at any moment. The Hawk was the closest, so the Avanti's were kept under wraps, just in case.



Jim Anderson, Hamilton ON:

Jim and Barb Anderson took their 1963 R2 to James Street in Hamilton.



Cruisin' for a Cause Day

A&W August 26, 2010

Les and Michelle Nylen, Quesnel BC :

They took their 1963 Studebaker Avanti (R1, serial 1651) to the Quesnel, BC A&W on August 26th to participate in Cruisin' the Dub! There was a good turnout of local car enthusiasts, but this was truly the best looking of the bunch (okay, so we're biased!).



Wayne Hamilton, Caledonia ON:

Wayne Hamilton and Sharon Pearce took their 1984 to their local A&W.



Mike Emmerich, Cambridge ON:

I took our 1983 to the Johnny O's A&W, home of the longest running cruise in Canada (they claim). I personally have been going to their cruise since 1978, so it has been a long time.



Chuck and Karen Douglas from 100 Mile House BC reported that they drove the Avanti to their A & W for dinner, but alas, no photo. They were in the middle of a bad rain storm, so that wasn't possible.

Brian and Norma Chappell were at the Dartmouth NS cruise along with Graham Gagne, but unfortunately while response was great (1,000-1,200 cars) neither got a shot of theirs!

Winning Avanti!

By Michele Nysten

On Sunday, August 29th I took our '63 Avanti R1 to the Quesnel show. For the first time I was not in the "other" category, but found myself competing in the '60-'69 car category. Great - Mustangs, Corvettes, muscle cars, etc.

Judging was done by show entrants, we all received 1 ballot. There were approx 25 different categories, but as the class I was in was quite large I did not expect to place (1st and 2nd were handed out only). That was okay, a warm day to extol the virtues of my Avanti and show off her many pleasing features (the personal beauty vanity stocked with makeup & pulled out is always & hit!) was enough for me.

You can't even begin to imagine my surprise when I was announced as the first place winner in the category. Of course I had not taken a camera along (and in the excitement forgot there was one on my phone) so had my husband take the attached when I got home.



Michele and Les Nysten are members from Quesnel BC and own this beautiful 1963 R1.



Drive Your Studebaker Day” September 4th 2010

The Studebaker Drivers Club decided to move the date from the first weekend in July to the first weekend in September. The main reason was to move the date to the fall or spring depending on which half of the hemisphere you were driving so the weather should therefore be much cooler and more forgiving on our

older vehicles. Unfortunately, it put the date squarely on the long weekend (Labor Day to be exact) for North America. There were many events and plans made for this weekend which meant that it would be difficult to arrange a formal event for any Chapter. No problem, we would all head off to places on our own or small groups and spread the cars around. Alas, the weather failed to cooperate in some places, but many still took the time to get their vehicles out and go for a drive.

These are their stories...

Strafford Tour – organized by Mike Emmerich, this was a leisurely drive through the back roads of Waterloo region through New Hamburg, Shakespeare and ending up on Lakeside Road in Strafford on the Avon. From there we looked for a restaurant as a picnic would be wet and cold!



Mike/Judith Emmerich 1983 on left, Wayne Hamilton/Sharon Pearce's 1984 on right.



The Hamilton/Pearce 1984 leaving our house.



Somewhere in Waterloo Region, before the rain came.



Jill Hill, Judith Emmerich, Gloria Kozub and Sharon Pearce with the soft and cuddlies.

“Drive Your Studebaker Day”

September 4th 2010

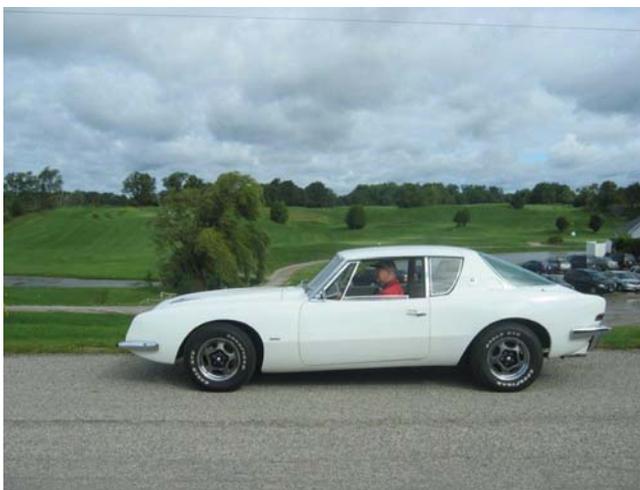


We arrived in the rain. What to do?



The gang at the Old English Parlor restaurant in Stratford – that’s what you do!

Jim and Barb Anderson: Just playing a “round” with their car (1963 R-2) on Drive Your Studebaker Day. (Oak Gables Golf Course in Ancaster, ON.).



Barry and Carol Leppan: Didn’t get a real DYSD as Saturday was their day for working with the Lions Club and the Burlington Rib Fest parking (and eating) all day...mostly in the rain.. Did however put on some mileage on the 1964 GT, distance of about 20 feet by backing it out and back into the garage. Sorry, no pictures... Symbolic I know, but the Spirit was there!!!



Ray and Vera Martin

Here is a picture of their 1966 Daytona at the A&W Cruise in St. Thomas, ON on Sept 4th. There were three other Studes at the same Cruise. This is the 1st outing for their red 1966; it will be going to another show in Aylmer on Labor Day Monday.

“Drive Your Studebaker Day”

September 4th 2010

Peter Sant on “Drive your Studebaker Day” spent the time with a driver. An impact driver! Peter and his son swapped out the 3.07 axle for a 3.73 in order to gain a little better performance at the Pure Stock Muscle Car Drag races coming up on Sept 17, 2010. Sorry no pictures.

Steve and Barb Wohleber

Hwy 529, the old highway from Parry Sound to Britt, two sections still maintained, this one between Pointe Au Baril and Byng inlet, accessible from hwy 69. He usually does this once a year just to blow out the cobwebs...his, not the Avanti!



Steve Pinter

Just wanted to let you know about the DYSD event that the BC Coastal Chapter, SDC put on. They had a great day. A total of 21 people and 10 Studes (1 Avanti) took part. Pete, Sid and Gary couldn't make it to the photo stop. They started the day at Trev Deeley Motorcycles with a visit to their museum (over 60 vintage bikes on

display). Then they drove downtown to take in the Steamworks Concours d'Elegance in Gastown. SDC member Barney Vinegar had his 1952 Commander convertible on display. After a good lunch they continued downtown for a drive around scenic Stanley Park. Over the Burrard Street Bridge to The Macmillan Planetarium for a photo to commemorate the day. From there they continued along Point Grey road to Spanish Banks for a bit of beach and ice cream. Overall a great day with good friends.

“Drive Your Studebaker Day”

September 4th 2010

Harry Clark

On Saturday the 4th, he spent the whole day changing the gauges on his '79 Avanti. The clock and oil pressure gauge never worked since he got the car in May, the fuel gauge lied and he never was too happy about converting MPH to KPH in his head or using his GPS to get speed. That and at least for his car, original back lighting wasn't great. So he moved the amp meter to where the clock was (that was tight quarters, he still has the scares), kept the vacuum gauge, added a



volt meter and changed the rest to Equus gauges including a KPH speedo. The speedo did not have allowance for high beam indicator so he had to add a light by drilling a hole the dash between the turn signal lights. He took it for a run to check speed with the GPS..... exactly correct! When his test run was over, he had an Avanti with 10 km on the odometer... o): It looks good and they all work!

Karen and Chuck Douglas

Chuck and Karen and their visitors from Grande Prairie, Geoff and Gloria Bond, drove their '64 Daytona Wagonaire to a BC Heritage Site called Hat Creek Ranch. Round trip was about 150 miles. They had planned to take both the Wagonaire and the Avanti, alas, Chuck had been tiddling with the ignition system and was having a bit of trouble getting the car running well so the Avanti stayed home. At the Ranch they met Al and Cathy



Weller, who live in a nearby small community called Loon Lake. Earlier this year Al bought a beautiful '48 Studebaker pick-up from Missouri. Al had registered the pick-up for the 100 Mile House car show in July, but was unable to attend. They noted his contact information and Chuck called him to see if he and Cathy would be interested in meeting them on Drive Your Studebaker Day. He was excited to find out about the

Studebaker Drivers Club and accepted their invitation. The six of them had a nice lunch together. Cathy and Al left for home and the rest of them toured some of the historical site. Al emailed the next day saying he'd joined the SDC and was joining their Chapter. They really enjoyed their Drive Your Studebaker Day 2010 run.

“Drive Your Studebaker Day”

September 4th 2010

David Gellman

He has a cottage down between Fort Erie and Niagara Falls. He was just getting ready to head down to Niagara when an email (Mike Emmerich) came in so he went out and quickly snapped this.



Barry Slipp

He took his 90 Avanti LTS out for a short spin on DYSD to meet up with the Edmonton Chapter SDC die hards who had been touring the streets of the city showing off.



Dwight Smith-Gardner of Clyde, Alberta and Barry had been negotiating the purchase of a 58 Packard Sport Coupe that Dwight wanted to buy from the estate of Joe Lukas, which he has been liquidating for his widow. Deal completed. Dwight and his wife Marlene in their 62 GT Hawk and Barry in his Avanti met up with the rest of the group at Black Jack's Roadhouse in Nisku Alberta south of the city and had refreshments. Unfortunately his camera batteries had

died since he had used the camera the previous day and he couldn't get any shots of the group of Studes, but he thinks Ted Dirksen took a couple on his phone and will forward. He did get new batteries and took a shot before he tucked the Avanti away for the day.

Ellwood Philips

He had hoped to get a few photos of his drive here in Calgary, but after a trip to Okotoks, it looked like rain was looming. He drove back to Calgary, and made a stop in Shawnessy, and watched the rain from the Phoenix Grill. Saw a few people taking pictures and perusing his 1963 Avanti (R2640), while waiting for the rain to stop. It didn't - and he took the car home.



“Drive Your Studebaker Day”

September 4th 2010

Paul and Lorraine Cronkwright – Chautauqua Tour

September 4, 2010, Drive Your Studebaker Day, meant different things to different people. Many of us made plans to do a variety of things to drive our cars and show them to others. Lorraine and Paul headed off for the annual Studebaker gathering at the Chautauqua Institute, now in its eleventh year. I think they have missed two of them. Four Hamilton Chapter couples attended. In the picture below are, left to right, Paul & Lorraine Cronkwright, Tom & Cathy Schumacher, Bob & Denise Stowell and Bob & Joanne Easton. It was a wonderful weekend.



All in all everyone had a great time. From the simple “I just had to get in the car and back it up and down the driveway ‘cause it was DYSD” to a full blown tour encompassing hundreds of miles and several stops, everyone enjoyed themselves. Even our tour to Stratford was great – when we arrived in the pouring rain and parked along the river, we noticed a family having a picnic holding their umbrellas. We never saw such a po’d dog before. The suggestion to head to a restaurant was well received and a few hours later when we left, it only seemed like a few minutes. We had such a good time.

The interesting thing to note that it was people going out for a drive, meeting other people, eating and drinking and just having a good time. Not very hard to organize, is it?

To say that everyone is looking forward to next year is putting it lightly – get those Avanti’s out there!

By Mike Emmerich

2010 Pure Stock Muscle Car Drag Races

September 17, 2010

This year, as usual, I attended and participated in the PSMCDR at Stanton Michigan. Stanton is about a 550 mile drive from Belleville.

This year the event attracted 167 Muscle Cars of all types, the largest turnout ever. There were 11 Studebakers competing. Three R3's, one R4, three R1's and four R2's . Two of the R 2's were Avanti , mine and Chuck Kern's.



Peter checking things out – B. Barrick

The R3's performed in a spectacular fashion posting times in the 112 miles per hour range and ET's of 12.8 seconds.

For the first time my Avanti, with it's 3.73 rear axle installed, broke into the 13's with two passes at 13.9 and 100 miles per hour.



Peter and Chuck squaring off – T. and J. Lawlis

The best race, in my opinion, was the two Avanti side by side all the way down the track with hardly an inch with one ahead of the other. The result was that Chuck beat me by way of a faster reaction time at the start but I had him beat in every other statistic. Chuck's car weighs 330 lbs less than mine due to my A/C unit, Turner Brakes and added insulation. This is quite a handicap but it sure made an exciting race.

Art Unger, the Turning Wheels Editor, attended the event having flown in from Vernon BC. This demonstrates a dedication to Studebakers.

The only major problem was the weather. Friday went off without a hitch but it rained all day on Saturday and the shootouts were cancelled. Probably a good thing as I was paired to run against a 1962 Pontiac Grand Prix with a 421 engine. All those cubic inches and torque would have been a handful.

By Peter Sant

2010 Pure Stock Muscle Car Drag Races

September 17, 2010

Mike's Comments: I had asked the SDC Forum for any pictures of Peter and his run(s). Richard Poe immediately jumped in and supplied me with these from different people. It is quite an accomplishment to make a 47 year old car go this fast, especially when Peter is rebuilding a new motor as this one is tired.



Richard Poe with Peter. Rules require a helmet if you ran 13.99 or faster and it's something Peter has always wanted to do, and his fastest ever.

Richard telling Peter "Look who's got the helmet now!"
L. Mitchell

1963 Avanti R2 / Powershift, **Avanti Maroon**, Peter Sant: ET: 13.926; TS: 100.30. *(ET is a new record for Peter anywhere at any time. TS is a new record for Peter anytime at this track.)*



ET/TS from <http://racingstudebakers.com/foo/viewtopic.php?f=1&t=2111>
Pictures courtesy of Bob Barrick, Tom and Judy Lawlis, and Larry Mitchell.

By Peter Sant

Power Steering Cylinder Seal Removal

From Graham Gagné

The service manuals state that the way to remove the seal from the end of the PS cylinder is to first remove the C clip and the dust shield parts (3) from the seal end. Then re-install the cylinder on the car. Start the car and by turning the wheel left and right blow out the seal using oil pressure. This should make a fine mess as by the time you have turned off the car lots of oil will have been sprayed all over the underside of the car and over the garage floor! Here is a better way that **Don Preiss** suggested and we used recently for the PS system I'm installing on our Avanti.

His idea was to use a port-a-power unit with the PS cylinder removed from the car. A port-o-power is a portable jack-like set up with a small hand oil pump, connecting lines and fittings that can be used in any number of locations where mechanical pressure is needed. You only need the pump and the connecting line for this job. If you don't own one you can likely rent one from you local rent-all.

Rig up an adapter to join the pump line to the PS cylinder. You can use an old pressure line to and connect the port-a-power to the control valve end or cut the hose and connect to the rubber hose itself.

Attach the adapted line to the cylinder pressure line opening that retracts the cylinder rod. In this position the oil pressure will squeeze the seal out. Next set the pump up - maybe in a vice - so that you can add oil to the pump as it's going to need it to fill the PS cylinder. When ready, pump oil into the cylinder with the second cylinder pressure line opening open. Add oil to the pump as needed and continue until all the air is extracted from the cylinder - hold the end up with the pressure line openings to help this process. You don't want air inside as it will compress and cause the seal to 'blow out' with a spray of oil rather than pop out. When all the air is out, close off the second pressure line opening. Now slowly pump the pressure up until the seal pops off its seat. There will be some oil spillage so you may want to set the cylinder on some old card board or rags. Once the seal pops off its seat you can use a pick tool to pull it out the rest of the way. Now just wash out the cylinder thoroughly by immersing the pressure line end in cleaning fluid and working the piston rod back and forth.

The directions that come with the seal kits may not be correct. Just replace the components as you removed them. Choose the largest socket you can fit in the seal bore and set the seal in place using a bit of silicone lubricant. Let the cylinder stand for a time with the pressure line openings downward to ensure as much of the cleaning fluid is removed as possible before re-installing on your Studebaker.

R3 Factory Prototype 7 Pictures

Build sheet with information on VIN # 63R5650 with engine # EX2132. It's real prototype. Located in Vancouver BC, is it real R3 or made-up – you decide. After reviewing the information in the thread, definitely worth buying if the price was right.

Here is the link to the thread:

<http://forum.studebakerdriversclub.com/showthread.php?44182-R3-Factory-Prototype-7-Pictures&highlight=Prototype>

DATE	2 26 64	CHASSIS NO.		ENGINE NO.		VIN NO.	63R 5650
PROF.		ENGINE TEST NO.	5-1468	FINAL TEST DATE	4-26-62	ENGINE NUMBER	EX 2132
BY VIA		REGION CODE		DATE TESTED		SHIPPER NUMBER	6-8-64
DESCRIPTION OF PARTS AND EQUIPMENT							
63R AVANTI			347405				
RED METALLIC							
BYE BLK VENTL							
DUPRECHARGER			76376				
AUTOMATIC TRANS			17926				
PCVN TRACTION			3159				
373 AXLE RATIO			70-38				
ALTERNATE							
CLIMATIZER			6460				
HAND PUSH BUTTON							
SCHMITZER VISQUEE FAN							
CLOCK							
3922.48 EBR South Bend							
THIS CAR BUILT AS PROTOTYPE BY ENGRS. DEPT. SERIAL NO. EX-2947 (63R 79), CONVERTED TO '63' PRODUCTION CAR SERIAL NO. 63R-5650.							
CAR ORDER & BILLING COPY							



New AOA I Website

If you have not visited it lately, there is a whole new look with the advantage it is now easier to navigate.



The AOA I
The Story
Membership
Chapter Directory
News & Events
Magazine
E-Newsletter
Forum
Resources
AOAI Store
Classifieds
Contact Us

A detailed illustration of a classic Avanti car, shown from a rear three-quarter view. The car is white with yellow accents on the front fenders and wheels. The interior is red. The car is set against a light beige background with a subtle shadow underneath.

The Avanti Owners Association International, Inc. is dedicated to bringing together automotive enthusiasts from around the world, educating and introducing individuals to an important part of American automotive history, and preserving the history of Avanti automobiles for future generations.

Welcome to the new AOA I Website!

The new site was created with you in mind - we hope this site will help you stay connected with the AOA I and AOA I events in the future.

We have provided a comprehensive list of local chapters and their respective events, bios and contact information for the AOA I board members, and several Avanti references.

Please take a look around the site and let us know what you think. Your input is highly appreciated.

THE AOA I | MEMBERSHIP | [FACEBOOK](#) | CONTACT

Copyright 2010 AOA I, Inc. - Last Update: July 30, 2010

You are visitor number

758

Since July 30, 2010

I especially like Chapter Directory, News & Events and E-Newsletter. There is also a classified section which may be of interest to those members not yet taken the plunge or are looking to upgrade (I hesitate saying add to your stable as this may not be quietly received by your better half!).

The website is collaboration by Peter Miller and Lew Schucart and they must be commended for a job well done.

If you do not have the link already in your "Favorites" I have included it here:

<http://www.aoai.org/index.php>

Member News...

Bill Harris has a new baby. While not an Avanti or even a Studebaker, Bill has taken the plunge back into the street rodding world. Once the proud owner of a Model A, he has now purchased a 1936 Ford Two-Door Sedan “humpback”. Finished in red cherry with a 350 TPI engine, leather interior and the usual cruiser accompaniments, he has one nice ride. Enjoy Bill!



Dwayne Jacobson reports that their restaurant is OPEN – you are welcome to come. They had their web site address changed to www.roadhousegrille.ca. Those out west please ask for Dwayne, would love to see you. Located at: Alderwood Plaza, 1781 King George Blvd, South Surrey, BC.



Upcoming Events...

Chapter Events

November 28, 2010: General Meeting and Chapter Elections, held at the home of Bill Harris, 2001 Binkley Rd., RR 1, Dundas, Ontario. As this is our Election meeting, as many members as possible are encouraged to attend. Our meetings typically have a lunch provided (member participation encouraged) with a meeting to follow – usually 2-3 hours. Please RSVP Bill Harris if you are able to attend, billharris@rogers.com, 905-628-6370.

April 2011: Powerama at Edmonton Expo Centre. More details will be provided as they become available. Contact is Ted Dirksen, tdirksen@suncor.com, 780-458-6134.

Please contact Mike Emmerich to add your local event to this schedule.

AOAI Events

July 13-17, 2011: AOAI National Meet, Gettysburg, Pennsylvania. Please see http://www.aoai.org/news_events.php as details become available.

SDC Events

June 19-25, 2011: International Meet in Springfield Missouri. See <http://www.sdcmeet.com/>
For local Zone/Chapter meets see http://www.studebakerdriversclub.com/ev_international.asp

From the Editor...

I would like to thank all members that contributed to this issue of the newsletter. It is your submissions that make the newsletter more interesting to read (who wants to read only what I have to write?). If you have any ideas you would like to discuss, please send me an e-mail or call me. If you are considering contributing something, pictures are preferred and I can help with formatting, etc. Send me the information along with pictures and I will create the article and e-mail back to you for approval. It is that simple! Want your car on the cover? Please send me a picture (telling me where/when it was taken) and I will use it.

E-mail request: As you all know mailing is not cheap and the CAO A gets its revenue strictly from your membership fees; we are constantly looking for ways to reduce cost. One of the ways to reduce cost is to e-mail the Newsletter and limit mailing to those who do not have an e-mail. The following people have not provided an e-mail address so we are asking you to please provide an address, if you have one. They are: Vern Brinsmead, Pierre Legare, Don Simmons, Don Squires and Harvey Exner.

CAOA Items for Sale:

2011 Calendars are now in – Featuring CAO A members Wayne Hamilton and Sharon Pearce’s 1984 Avanti and Chuck and Karen Douglas’s 1963 R-2. Price is a reasonable \$12 if picked up at a meeting or \$15 mailed. There are previous years available as well; supplies are limited so act fast! Please contact Dave Moxham to order yours today.

CAOA Window Stickers: One is provided with every new membership. What do you do if you have more than one Avanti? Or want to show your allegiance on your Brand X? Contact Bill Harris to order yours today. Price is only \$2.50 plus postage.

CAOA Hat/Jacket Crests: We are currently sourcing a supplier and plan to provide one for each membership and all new memberships thereafter. If you want more than one, please contact Bill Harris to reserve. Cost is expected to be under \$10.

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 +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 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 sbwohleber@gmail.com	2180 Riverside Dr, Britt, ON, P0G 1A0,	705-383-2432
Vice President:	TBA		
Secretary:	Mike Emmerich Studeemike@yahoo.ca	1515 Sheffield Rd, Cambridge, ON, N1R 5S2	519-740-6118,
Treasurer:	Dave Moxham davemoxham@live.com	P.O. Box 341, Noelville, ON, P0M 2N0	705-898-1326
Membership:	Bill Harris billharris@rogers.com	2001 Binkley Rd., RR 1, Dundas, On, L9H 5E1	905-628-6370

Websites:

CAOA: At this time, the CAOAI does not have a website, although it is under development.
AOAI: <http://www.aoai.org/>
SDC: <http://www.studebakerdriversclub.com/>

National AOAI Membership Application

See form at end

CAOA Membership Application

See form at end – please note that membership in the AOAI is not required but preferred at this time.

CANADIAN AVANTI OWNERS ASSOCIATION

MEMBERSHIP RENEWAL FOR 2011



The Canadian Avanti Owners Association (CAOA) 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 (<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 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.

Ownership of an Avanti (Studebaker or successor) is not required.

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

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

Any questions? Please Contact:

President	Steve Wohleber	705-383-2432	sbwohleber@gmail.com
Membership	Bill Harris	905-628-6370	billharris@rogers.com
Treasurer	David Moxham	707-898-1326	davemoxham@live.com
Secretary/Editor	Mike Emmerich	519-740-6118	studeemike@yahoo.ca

CHAPTER MEMBERSHIP APPLICATION & ANNUAL RENEWAL FORM for 2011 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. ⁽¹⁾ _____ E-Mail: _____
(Avanti Owners Association Inc.)

Fill below your car information if new/changed:

Year	Serial #	Engine Cubic In.	Car Model	Exterior / Interior Color	Cond. Code*

Note (1): Membership in AOAI is not required but preferred

*Condition Code: 1 Excellent; 2 Fine; 3 Very Good; 4 Driver; 5 Restorable

Elections 2010 – That Time of Year Again!

As discussed at our meeting September 26 (and in previous correspondence to the members), we will be looking for nominations for Vice Presidents to represent the CAO A in their respective regions.

Ideally the role would be the point person for the region. This would include event planning, membership, budget planning and be the "body" on the street for CAO A.

The ideal candidate would be a person who would like to organize an event such as a BBQ, meeting, car show (Avanti tour or participation at an existing show), attend shows and cruises and promote Avanti and the CAO A, and generally keep the group in their region informed and cohesive.

This is a role under development and will evolve. It could even evolve into that region breaking off the CAO A and forming their own chapter. How it develops and evolves is up to that person and the members in the region.

This being said, we suggest three VPs are needed:

- 1) West of Manitoba
- 2) Ontario
- 3) Quebec and Eastern provinces

This is not carved in stone. If, for example, the Western members think two VPs are more appropriate, then we can look at it in future years. One should suffice for the beginning.

Please consider nominating someone from your region (please ask them first if they would consider it. The person nominated would need to know that they will have support from you and their region).

I would like all nominations in by November 1, so I can contact the nominees to ensure they will stand and arrange a vote if more than one, so please return the ballot to my attention.

The benefits to this structure are great - it will improve communication and leverage resources making the CAO A a club you want to belong to.

So...

Nominate and vote for someone today!



Election Ballot for 2011

The Canadian Avanti Owners Association annual elections will be held on November 14, 2010 at the home of Bill Harris in Dundas ON.

All positions are open, so please nominate someone you think would like the role and support the CAO. Please ensure that the person knows that you have nominated them and that they will stand.

In case of multiple nominations, a vote will be held November 14 to decide the favorite.

Please mail/e-mail all nominations no later than November 1 to Mike Emmerich. A vote will be held thereafter and announced at the general meeting/elections.

Positions are:

<u>Position</u>	<u>Name</u>	<u>Stand</u>
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President:	Steve Wohleber	Yes
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Vice President:

West of Manitoba:

Ontario:

Quebec and East:

Treasurer:	Dave Moxham	Yes
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Secretary:	Mike Emmerich	Yes
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Membership*:	Bill Harris	Yes
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Newsletter*:	Mike Emmerich	Yes
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* These positions are volunteers as opposed to elected and are considered part of the Executive.