



The Canadian Avanti

Official Newsletter for the Canadian Avanti Owners Association

February 2025

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President's Message

Well, it's been too long but no sense going on with excuses. Anyway, on a very positive note it looks like the joint 2025 SDC/AOAI meet in Washington PA. is going to be the real shebang. Something like 1200 registrations so far! Wow, if you have never been to an International meet, this might be the one. Hotel rooms are still available at a great rate, I booked just recently at the \$99. rate. Also, if you are heading South from central Ontario, there is a great outlet centre just North of Pittsburgh at Grove City.

We present some great articles in this newsletter, one from our tech Guru Peter Sant about adjusting valves, and yes tho many of you may be hesitant to go "inside", this is a pretty straight forward process. Although I have never had to do mine, I have done the same on a number of engines I have owned over the years, and all it really takes is your self confidence, patience, attention to detail, and follow his instructions. Can't beat better performance and longer life from a bit of simple attention. Also, a great article from Bob Easton on bringing a forlorn Avanti back to life and on the road again after many years. Hats off to Bob and Joanne Easton.

What Bob has done has encouraged me to get on with it concerning my 63. Unfortunately, been off the road for a year now, due to a number of 'little' things that are adding up and beyond my ability or willingness to tackle myself. Things like front end bushings, brakes...those darned rear tapered axles, also time to install a new stainless

exhaust system, (too many pieces of that cheap tape!) etc. I'm sure we have all been there, the quick fix ...for now...which just doesn't ever get done properly. Hey it's been 20 years and I can't complain. Did a lot myself, but just like the 63, we keep getting a little older each year, and how they do go by.

This also brings to mind the rarity of the Avanti as I suspect with the floods in Florida last fall and the wild fires in Southern California this January, there are very likely a few that have been lost forever. Such terrible events, for people of course, but then all of the other treasures, fine art, antiques, family heirlooms etc. that have been destroyed.

Also a few neat and always interesting links from Pete Yuen, still involved and going strong.

Another is an article from our treasurer Dave Moxham about his new Halibrand wheels. I notice four of the calendar features have Halibrands, so seems to be becoming quite popular. Although the original Loewy design wheel covers, derived from the 53 Starliners are true to the classic Studebaker look, the Halibrands speak Performance which is what the Avanti, for many of us, is all about. Cool.

Also, a bit of Studebaker ephemera from my own collection. I would be interested if anyone has seen another one or might have some information as to how or why these were produced. Dealer extra for new buyers, Factory hand out? Let us know.



Likewise, if any of you have changed rides or made upgrades to your Avanti, be sure to go on to our website and update or add a picture of your car for our Members gallery.

Just a note, we are all out of Calendars so if still interested you can order one from the AOAI website, pretty well same cost as from us. Also, time to renew membership which without the Calendar remains at \$5.00. However, as we hardly break even, with the dollar exchange, Chapter dues and calendars pretty well use up more than we collect. Reserves are running out little by little. We have been forced to withdraw from our long-standing support for the Ron Hall Avanti at the National Museum but continue to donate every year towards the International Meets

which we hope to continue into the future. CAOAI has been around for 23 years now and we would like to look to the future with a positive approach. Our only income comes from your membership which most likely we will be forced to increase next year.

Even \$10.00 would put us on a more secure footing, so please consider a few dollars to keep Canada part of the International Avanti community.

Wishing you all the best and some great rides for 2025'

Steve Wohlber

sbwohlber@gmail.com

From the Tailpipe - Editor's Message

Have you received your 2025 AOAI Calendar? Mine was mailed to me on November 6, 2024 and on February 8, 2025 it finally arrived in my mail box. Now hopefully the remaining periodicals, that I last received being October issues, show up soon too. The recent busy holiday season was compounded with the several-week postal strike. I'm being patient until the end of the month (February) before reaching out to the respective editors/subscription services.

Do you have any Avanti trips or plans for 2025? If so, please feel free to forward me the respective timing and place details, and I'll gladly do up an event schedule for sharing – notifying me up to two-weeks prior to an event happening can work for my compiling/circulating. With some luck maybe some 2025-year road visits can take place.

Please keep in touch,

Shawn Brockhoff

sb58regent@outlook.com



Valve Clatter – by Peter Sant

The sounds that we all hear coming from our Studebaker engine bay especially on overhead valve engines is mainly valve lash, tappet noise, valve clearance. All are names that mean the same thing. They produce noise. The noise is there for a reason. As an engine starts to get up to operating temperature the metal (valve system) expands and if there was no clearance the valves would remain open and the engine would just quit running.

Insufficient valve clearance or marginal clearance will usually allow an engine to run at higher speeds but when coming to a stop after a long run at highway speeds it will stumble and die out, usually in a spot where it could be dangerous. The Studebaker engineers determined that on a standard V8 engine the clearance should be .025 when hot. If you set them cold as I normally do then they should be set at .027 This will cause valve clatter but as the old Volkswagen mechanic told me “If you can hear them, they are working.”

Some engines have modified camshafts like my Avanti and the camshaft maker specified a clearance of .012 intake and .014 exhaust. These settings for some reason did not prove satisfactory so after some trial and error I settled on a setting of .018 and .020 Cold. A significant change but the noise from them tells me that all is well. To me the noise made by valve train on an engine with mechanical lifters is music to my ears.

My point here is to make sure that everybody understands that with mechanical lifters an engine must emit some clatter from its valve train, or it will not function properly.

Setting valves is a do-it-yourself job. All you need are a set of feeler gauges and a 1/2” wrench.

Remove the valve covers and put the number one cylinder (the one on the driver side at the front) on top dead centre. The pointer should show on the vibration damper mark. This is not easy, but it must be done accurately. In this position on a Studebaker V8 you can set:

- Exhaust 1-3-4-8
- Intake 1-2-5-7

Then you must rotate the engine until number six cylinder is on its top dead centre and you can set:

- Exhaust 2-5-6-7
- Intake 3-4-6-8

All these settings are done cold and be sure to double check your work by rotating the engine again to each top dead center and rechecking the valve clearance.

Good luck and let’s hear those Studebaker Valves in action.

Studebaker Memorabilia – from Steve Wohleber

OK, here’s something obscure. How many of us old codgers remember that familiar sound of someone closing a zippo lighter?

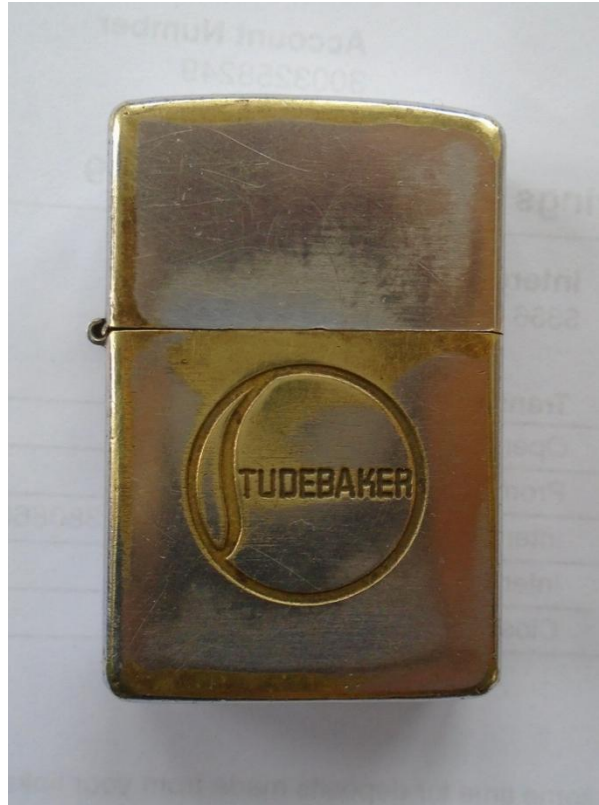
My dad was a smoker as were so many others back in the day and I remember that sound from my childhood. Also in old movies, for example Bogey (Humphrey Bogart) was a regular. Well about 20 or so years ago just after purchasing my 63 Avanti, I was frequenting my favourite second hand shop, and as



most of these emporiums had a glass top display case by the till, holding numerous small items: jewelry, old watches, small toys etc., I noticed a Zippo with Raymond Loewy's familiar lazy "S" design imprinted. I asked about it and Brian, the owner said "well it's in pretty tough shape, how about \$2.00. "Couldn't refuse that. However, the hinge was broken and the innards were pretty well toast. I set it on a shelf where it sat for years until I remembered hearing some time ago that Zippo would repair any lighter free of charge. Hmmm.

So I googled Zippo Mfg. Company and sure enough the offer still held. Now this lighter said, see the pic, Zippo Mfg. Co. Canada. Niagara Falls Ontario. So I also searched and found they still have an office there! There are some things that never change. So, I phoned the office and sure enough, they said yes, send or bring the lighter and we will forward it to the factory in Bradford Pa. As we were planning to visit the Falls in a few weeks, I boxed it up with return address etc. and dropped it off. The lovely lady had no issues and said to expect it back in 4 to 6 weeks. Give us a call if it doesn't arrive by then. Well, what a delight when 6 weeks later my box arrived in the mail, with the lighter repaired, new hinge, and as the insides are still the same, all new workings.

If you look at the photo you can see the lighter is quite shop worn so I wonder if it belonged to an employee from Hamilton. Was this something the factory offered or gave out or perhaps dealers sold as a marketing item?



If anyone out there has ever seen one of these or knows anything about such an item, it would be interesting to have some more information. As you can see, it is patented 1950. So there you go, one more bit of Studebaker memorabilia that to me at least seems completely unknown.

Dave Moxham's 63 Avanti

I have owned my Avanti 63R1314 since August 1970, I am the third owner after purchasing it from an ad in the Toronto Telegram, asking price was \$4150 and I got it for \$3800. The original owner was a fellow who owned a shoe manufacturing company in downtown Toronto who purchased it from O'Donnell-Morison Studebaker on Bay St. Toronto. The car was produced in late September 62, the 314th built and shipped to the Studebaker dealership in Jackson Mississippi. Some time after October 63 it was shipped to the Toronto dealer and



registered as a 64 when it was sold to the original owner, Studebaker had sent a letter to dealers in late 63 saying that any new Avanti, regardless of build date, would be registered this way when sold.

At the time I purchased it I did not know a lot of details about Avantis, only that I wanted one. It turns out I was fortunate to find this car as it was what they call a fully loaded model; it had every option you could order on a supercharged Avanti except the "hill holder". It is an R2 4 speed, twin traction, electric windows, power steering, tinted glass all round, seat belts, radio, rear speaker, heavy duty suspension, electric windshield washer, and Firestone 500 tires.

Over the years I have had the car repainted to factory original gold (2000), new emblems, engine and supercharger rebuilt, flanged axles installed, dual master cylinder, electronic ignition and voltage regulator, quick steering arms, silicone brake fluid, stainless exhaust, new carpet, original metric speedometer and most recently the Halibrand replica wheels. It has been a pleasure to own and drive over the years and gets lots of attention wherever you take it.

About the Wheels

Tom Goesch who supplied his wheels under "thinkpartsforu". He advertises in the Avanti magazine. It is very interesting and he details the differences from "real rodder wheels". I know many may ask you about Avanti things. I check with Dave and he was fine with me forwarding this to you. Bill

I was wondering when I would get this note from you! I too received the letter from Real Rodders on Tuesday. The short answer to your question is the wheels that I am selling are highly polished around the rim and the areas on either side of the openings. The entire wheel has also been clear coated with an UV Urethane coating to greatly reduce oxidation and not require regular re-polishing to keep the high level of luster they are given when manufactured. This is the same material you find on all of the alloy wheels sold on new vehicles world wide. I also have a plain spinner that has also been clear coated.

Dave Kinney at Endurance Products had already tooled the "Halibrand" spinners. Other than that, the wheels are dimensionally the same for the most part. I am not a wheel dealer like Real Rodders. I have a small online parts company for a very specific EV called a Think City. Up to now, I have sold over 30 sets of wheels to Avanti owners as well as Nostalgic Parts in Detroit. So let me tell you how I got into this!

The wheels are produced in China by low volume wheel producer that supplies many of the aftermarket wheel companies in the U.S. with products. The people that run the company are based in Atlanta, Georgia. The principal owners are all former engineers for OEM wheel producers in the US.

I got into the wheel business after being completely frustrated trying to buy a set of wheels from Real Rodders for 4 years. I think you can go back through the posts on the AOA website during the last 5 years and see the number of people that had emails and phone calls go unanswered. There were rumors that Real Rodders was done, as they removed the "Avanti" style Hallibrands from their website.

So I kept trying and wondering - were they going to do something? I looked into the ownership of the Halibrand brand and found it is a part of the Holley family of products. Finally, I thought through this situation and thought as a service to the Avanti owners, not for profit, that I would have the wheels tooled up and produced.

I worked in the automotive electronics business as an engineer for over 40 years and had many contacts to call upon in the industry. I took a Real Rodders wheel and had it digitally scanned then had a die cast mold produced. I had the wheel drawings reviewed by the Chief Engineer of an OEM wheel manufacturer in Detroit to assure that it would meet the SAE requirements for aftermarket wheels. I then had the testing done to assure compliance with these requirements. Their durability and strength requirements that must be met. I'm not sure what Real Rodders has done. We made some small changes to the wheel drawing to assure the design was able to pass the tests. I then added the clear coat to assure a lasting high polished finish. Real Rodders wheels are not coated or polished.

About 4 months before I received my first wheels, Real Rodders announced that they again had wheels for sale at \$369 per wheel. I was able to be significantly lower in price. I threw in the plain spinners, wheel nuts, washers, and valve stems for customers that were buying at least 4 wheels for \$1199.00. I will have to sit down and see if I can meet their price.

I have another 150 wheels to sell. I believe I have a complementary product to that offered by Real Rodders. If you want a polished finish - that is what I have.

Tom Goesch

R5330 Is Back!! – by Bob Easton



R5330 is a red R-1 Avanti, automatic with power steering and brakes, and black interior. She first came into my life in Oct/ 22. I saw her advertised on Kijiji one Sunday morning when I was just cruising the internet passing the time. The photo showed some collision damage to the front. It had been hit hard in the left front corner taking out all but the hood. The price reflected the damage. I looked at the location of the ad and thought I might know the vendor. Turns out I did.

The next event that led to my purchase was the following week when, what do I see on the Studebaker forum, but a front end for a square headlight Avanti sitting in Pennsylvania for the right price!! So, I just had to call the vendor and view my potential purchase. When I did go to inspect, I found a car that was in great shape before the collision. How many Avantis do you find that have both the steering wheel and dash in mint condition? The suspension was untouched from the collision. Something high (likely a truck) did the damage. Rad and rad support were toast, and light wiring was ripped out. This is when I was glad, I knew the vendor as I knew I could believe what he was telling me. Turns out he had it stored indoors for 11 years, intending to fix it, but was now thinning his fleet. He had removed the plugs and periodically turned it over so I was quite sure the motor would be OK.

Next step was to take the Kijiji picture and front-end picture to my body man Jason. I usually do my own body work, but do not know fiberglass, especially with this much damage, so I was only

taking it on if he did the work. I have had 3 great experiences with him. On two occasions he painted a portion of my Pathfinder (which has pearl in it) and my wife's flaming orange Kia (fender and door) and you would never know now that they were both hit. I told Jason he did not have to paint the whole car as the back end was still in great shape. He said "if it still shines, I will match it". So we agreed on a price for his work, which was body and paint only. Missing parts and installation was on me. So I had a figure for purchase and paint that was well below what I thought the car was worth when it was repaired. Do I buy the car? I am thinking of that famous quote "There is nothing more expensive than a cheap Avanti" I should be OK, because the parts will be available somewhere in the SDC world. I phoned the vendor and told him I would bring up a deposit and pay the balance when I could arrange transportation. Next step was to get my son to help with the trip to Pennsylvania to get the front end. So off we went one Saturday morning.

Late October I got the car home thanks to Larry Gibson who provided his truck and trailer equipped with a winch. Nice to have when you are moving a non runner.

I then started looking for the missing parts like front bumper and mounts, headlights and parking lights, hood hinges, grill. I used the internet and SDC vendors web sites finding parts all over the USA. I priced new parts and was not long deciding



that I would look for used, as I was building a driver, not a show car. I had Roy Ionson redo the rad and when I looked at installing it, I realized I did not have a rad support in my front end and the one in the car was severely twisted. So I placed

an order with Studebaker International for a new one. Just taking the twisted rad support out made it look more like an Avanti and installing the new one even more so. Jason called late Jan/23 and the car went to his shop along with my front end. I thought good, maybe next summer we can cruise in style!!

The rest of the winter was spent chasing parts and getting orders sent to my Florida location so I could assemble after paint. In the spring of '23 I went to the South Bend swap meet to pick up my Studebaker International order for parts to rebuild the brake system and gaskets for the cosmetic rebuild. There I also found better headlight bezels and a grille that no one seems to have. So now we just have to wait for the car to come back painted so we can deal with the now 12-year time frame since it has run. I now had all the missing parts and was looking forward to the cruise season

R5330 did come back, but not till December/23. Quality work takes time and while I missed a season, I was not unhappy with the quality nor the cost of the body and paint work when it did come back. I removed the gas tank and sent it out to a shop in Niagara Falls that I have used in the past for cleaning. They normally provide this service in two weeks but the guy who does it is going south for 2 months; did I want to wait? Where else could I go? It was January, So I said I would wait. Started into the brakes. I had decided that I wanted the car to remain as much Studebaker engineering as possible and after I found the rotors were almost new, that clinched it. Brakes would be restored. Rear wheel cylinders



were rebuilt and flex lines changed. Fortunately my local mechanic rebuilt the calipers and I did the rest which included conversion to a double pump

master cylinder for safety since the original was not rebuild able.

Next came the fuel system and I determined that a previous owner had deleted the stock fuel filter



that includes a return line to the tank. From my experience with Studebaker cast iron, and today's ethanol fuels, you must have a return line to avoid vapor lock! So, I sourced an original filter through the forum and did the plumbing. Time will tell if I have made the right decision. Now on to the electrical system.

Patching the light wiring was relatively easy and I soldered all connections. To make a long story short, the 12-year sit did in the dimmer switch, horn relay, electronic ignition done by a previous owner and the voltage regulator. By the time I had spark and had it running, it was obvious that it needed carb work. Studebaker vendors only carry carb kits for supercharged cars, but the Carb Doctor (and now Canadian Studebaker) carry the kit for the AFB that it comes with. I am not the best with electricity and by the time I worked through all of these problems and sourced parts, it was August of 24 before I had everything working as it should. All but the passenger power window, are they ever finished?

Now it was time to call the appraiser so I could put insurance on it and go cruising!! The project was over budget and I was trying to relive the early days where I thought the saying that "there is nothing more expensive than a cheap Avanti" was wrong. I was right, but just barely in his opinion. It passed

the safety and is now licensed and on the road. First long trip out was "Cruising The South Coast" on Hwy3 in late September.

I ordered the production order from the Studebaker Museum and this confirms the car is still as ordered. It is the correct color and has all options ordered. There has been a power antenna

added, but it does not work and is coming out. The car was delivered to a Pennsylvania dealer and was owned by a Florida resident in 2002. I plan to try and trace back the full history.

Would I do it again? YES!!! Keep on cruizzing in your Studebaker.

2001 – 2007 Avanti Car Information – Forwarded by Steve Wohleber

Hello,

I'm working with Don Lindner and John Hull to compile a list of 2001-2007 Avanti's built and their respective information. If you know of anyone who owns these cars, I'd appreciate having the following information on their car:

Owners name, Year, Vin #, Color, Body Style: Conv/Coupe/T-Top and if it's a late 04-07

Mustang Chassis, then the last 4 numbers in the Avanti Vin #.

Please feel free to provide them with my email address.

Thank you!

Ron Manfredi ron.manfredi@att.net



Canadian Avanti Owners Association Chapter Officers and Support Personnel

The Canadian Avanti Owners Association (CAOA) is a non-profit volunteer run organization committed to preserving the history of the Avanti automobile. We currently have members located in all provinces across Canada. We are a Chapter of the Avanti Owners Association International www.aoui.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 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. Should you have any questions for the CAOAs please contact any of the following:

- President: Steve Wohleber, 705.383.2432, sbwohleber@gmail.com
- Vice President: Hugh Campbell, 519.978.0600, avanti@cogeco.ca
- Membership: Larry Gibson, 905.945.3515, larryandbarb.gibson@sympatico.ca
- Treasurer: David Moxham, 705.898.1326, davemoxham@live.com
- Editor: Shawn Brockhoff, 780.812.5452, sb58regent@outlook.com



- Webmaster: Sue Lusted, 905.945.0027, lin93@sympatico.ca
- Technical Advisor: Peter Sant, 613.966.5160, psant@cogeco.ca

Membership Forms for the CAO and the AOAI

If you would like to be a member of the CAO please consider joining us. You may access a membership form for the CAO at <http://canadianavanti.ca/membership.html> and the website for the Avanti Owners Association International (AOAI) is <http://www.aoai.org/index.php> you may enjoy that too. Neither membership requires ownership of an Avanti (Studebaker or successor). Should you have any questions or would like further information please contact any of the support personnel listed above.

Some of Us – from Pete Yuen

A little house with three bedrooms,
One bathroom and one car on the street
A mower that you had to push
To make the grass look neat.

In the kitchen on the wall
We only had one phone,
And no need for recording things,
Someone was always home.

We only had a living room
Where we would congregate,
Unless it was at mealtime
In the kitchen where we ate.

We had no need for family rooms
Or extra rooms to dine.
When meeting as a family
Those two rooms would work out fine.

We only had one TV set
And channels maybe two,
But always there was one of them
With something worth the view.

For snacks we had potato chips
That tasted like a chip.
And if you wanted flavor
There was Lipton's onion dip.

Store-bought snacks were rare because
My mother liked to cook
And nothing can compare to snacks
In Betty Crocker's book.

Weekends were for family trips
Or staying home to play
We all did things together –
Even go to church to pray.

When we did our weekend trips
Depending on the weather,
No one stayed at home because
We liked to be together

Sometimes we would separate
To do things on our own,
But we knew where the others were
Without our own cell phone

Then there were the movies
With your favorite movie star,
And nothing can compare
To watching movies in your car

Then there were the picnics
at the peak of summer season,
Pack a lunch and find some trees
And never need a reason.

Get a baseball game together
With all the friends you know,
Have real action playing ball –
And no game video.

Remember when the doctor
Used to be the family friend,
And didn't need insurance
Or a lawyer to defend.

The way that he took care of you
Or what he had to do,
Because he took an oath and strived
To do the best for you.

Remember going to the store
And shopping casually,
And when you went to pay for it
You used your own money?

Nothing that you had to swipe
Or punch in some amount,
And remember when the cashier person
Had to really count?

The milkman used to go
From door to door,
And it was just a few cents more
Than going to the store.

There was a time when mailed letters
Came right to your door,
Without a lot of junk mail ads
Sent out by every store.

The mailman knew each house by name
And knew where it was sent;
There were not loads of mail addressed
To "present occupant".

There was a time when just one glance
Was all that it would take,
And you would know the kind of car,
The model and the make.

They didn't look like turtles
Trying to squeeze out every mile;
They were streamlined, white walls, fins
And really had some style.

One time the music that you played
Whenever you would jive,
Was from a vinyl, big-holed record
Called a forty-five.

The record player had a post
To keep them all in line
And then the records would drop down
And play one at a time.

Oh sure, we had our problems then,
Just like we do today
And always we were striving,
Trying for a better way.

Oh, the simple life we lived
Still seems like so much fun,
How can you explain a game,
Just kick the can and run?

And why would boys put baseball cards
Between bicycle spokes
And for a nickel, red machines
Had little bottled Cokes?

This life seemed so much easier
Slower in some ways
I love the new technology
But I sure do miss those days.

So time moves on and so do we
And nothing stays the same,
But I sure love to reminisce
And walk down memory lane.

With all today's technology
We grant that it's a plus!
But it's fun to look way back and say,
HEY LOOK, GUYS, THAT WAS US!

"Good friends are like quilts-they age with you, yet never lose their warmth".

Avanti Chronology

1961 – 1962 Sherwood Egbert's inspiration and Raymond Loewy's masterpiece

1961 Egbert envisions a sports/luxury vehicle to boost Studebaker's image
 1961 Loewy assembles Avanti design team in Palm Springs, California in March
 1961 Full-size clay mock-up presented to Studebaker board in April '61
 1962 Avanti debuts at the New York International Auto Show in April '62
 1962 R-3 driven by Andy Granatelli at Bonneville shatters 29 U.S.records
 1962 Avanti's arrive in Studebaker showrooms summer of '62



1963 Studebaker Avanti

1963 – 1964 Studebaker Avanti

1963 Studebaker manufactures 4647 Avanti's from June '62 to December '63
 1963 '64 model is built from August to December '63, but there is some overlap
 1964 The glory ends prematurely as Studebaker closes South Bend
 1964 Nathan Altman purchases all rights, equipment, and parts



1964 Studebaker Avanti

1965 – 1982 Avanti Motor Corporation – Avanti II

1965 Avanti Motors press release issued Monday August 2, '65
 1965 45 new Avanti II's are produced as 66 models
 1968 100 cars built for Avanti II's third model year
 1973 10th anniversary generates national publicity
 1976 Nate Altman dies leaving his brother Arnold in charge of the company
 1982 Stephen Blake purchases Avanti Motors on October 1, '82



Avanti II



1983 Blake

1982 – 1985 Avanti Motor Corporation – Stephen Blake

1983 Contoured, body-colored bumpers replace chrome ones
 1983 Limited Edition 20th Anniversary car introduced
 1984 Limited Edition Touring Coupe introduced
 1984 First prototype convertibles produced
 1985 Blake files bankruptcy in October



1984 Blake

1986 – 1988 New Avanti Motor Corporation – Michael Kelly

1986 No '86 cars produced
 1987 Limited Edition Luxury Sport Coupe (LSC) introduced
 1987 Production moved from South Bend to Youngstown, Ohio



1990 Four Door

1989 – 1991 Avanti Automotive Corporation – John J. Cafaro

1989 Four-door sedan unveiled at the New York Automobile show
 1991 Avanti production ends after 29 years

1992 – 1999 AVX – Jim Bunting

1993 Tom Kellogg submits designs for an Avanti AVX
 1996 First one-of-a-kind AVX shown at Studebaker meets
 1997 Production prototype shown at Avanti meet in South Bend



2002 Convertible

2000 – 2006 Avanti Motor Corporation – Michael Kelly

2000 John Seaton and John Hull form Avanti Motor Corporation with Michael Kelly
 2001 A 2001 Avanti is produced in Villa Rica, Georgia from GM chassis
 2003 Avanti Motors introduces Studebaker XUV at the Chicago Auto Show
 2004 Introduction of a 2005 model Avanti using a Ford chassis
 2005 Avanti Motors and Studebaker develop 2006 models
 2006 Announced new operations in Cancun, Mexico, in October
 2006 Mike Kelley arrested for operating Ponzi scheme in December
 2007 to Present. Website still active, <http://www.avanimotors.com/>, not updated since 2007



2005 Convertible