



Bullet-Tin

May/June 2022

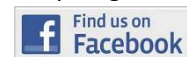
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President: Peter Downey Vice President & Membership: Steve Porter Secretary: Roger Hill

Treasurer: Roly Lusted Social Media: Susan Lusted

This award-winning newsletter is published bi-monthly



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President's Message: Peter Downey



Hello friends.

Well, spring although it has officially been here for 50 days hardly seeming like it wants to get going. However, the Studebakers are out and about and probably enjoying the cooler driving weather.

At our last meeting our blind auction was held, and our intrepid Auctioneer Paul Cronkwright did a masterful job as usual. Thanks to all who donated and who bid, as we raised \$368.00 for the club. There

was, the day before, an excellent turnout at the Badenoch swap meet and it was great to see friends we have not seen in person in two years. This was announced as the 48th time the swap meet has taken place, missing only twice in 2020 and 2021 due to COVID, since it began 50 years ago.

Speaking of 50 years, Will Norton presented a great overview of the events planned to celebrate the 50th anniversary of the Ontario Chapter, and urged as many of us as possible to attend.

Roger Hill, has put together an interesting cruise for us in early July, and there will be more details to follow, but it involves the Steam Museum, and a nice back road tour starting at the Canadian Warplane Museum, ending somewhere near Cambridge.

May will be our last meeting at the museum until October, so our June meeting will be scheduled for a Monday evening around mid-June. At a place to be determined.

I have been in touch with Jeff Stowe, whose mother is the lady to the left in the photo of the first Studebaker coming off the line in Hamilton. We will be delivering to her a framed copy of the plaque in person in the next few weeks. She sounds like quite a lady, in her mid 90's and still in her own home! She is looking forward to the visit and to welcoming some Studebakers to her driveway. There will be several photo opportunities that day.

By now those of you who ventured to the International Meet in South Bend will have returned and hopefully dried out. The International meet next year is in Wisconsin in mid-September, and the South Bend Swap meet is rumoured to be moving to early June next year.

In August we will try to have our fish fry event this year rather than September as we will be attending the neighbourhood barbeque in the park to the east of the Studebaker factory. Hopefully we will see our plaque back.

Sadly, one of our founding members Terry Silcox, on April 27th, 2022. Terry and Sue are founding members of our Chapter. We extend our deepest condolences to Sue, and to Terry's family.

Happy Studebakering!
 Be safe
 Peter Downey, President
 Treasurer's Report Roly Lusted

HAMILTON STUDEBAKER DRIVERS CLUB Finances April 1 to April 30 2022						
April 1, 2022					Opening Bank Balance	\$ 3,522.96
DATE	TRANSACTION TYPE	DETAILS	DEPOSIT AMOUNT	WITHDRAWALS AMOUNT		BALANCE
April 25, 2022	Deposit	Membership	\$200.00			\$ 3,722.96
April 25, 2022	Deposit	Blind Auction	368.00			\$ 4,090.96
April 28, 2022	Withdrawal	Trophy Sponsorship for July Meet in Napanee		100.00		\$3,990.96
April 29 2022	Withdrawal	Bank Fee		4.00		3986.96
Total Deposits and Withdraws			\$568.00	104.00		\$ 3,986.96
Bank Closing April 30, 2022					Bank Closing Balance	\$ 3,986.96
					Cash on Hand	\$ 35.15
					Total	\$ 4,022.11
Penny Sale & Silent Auction		\$ 733.00				

The First Production Avanti

Renée Crist, Curator of Collections, LeMay-America's Car Museum

In 2018, LeMay-America's Car Museum completed a seven-year marathon restoration of the museum's 1963 Studebaker Avanti #63R1001, the first production Avanti. This historic vehicle was donated to the museum's collection in 2001. I met 63R1001 in 2007 while cataloging the collection. The car had seen better days and sadly, we could not display it in the car's current state. Much has been written about the origins of Studebaker's Avanti with futuristic design by Raymond Loewy and his team, so let's just say I fell in love with the car and the story and wanted to save it for the Museum's collection.

I found a notation in the donation records that mentioned it was the "first Avanti." Further authentication of the car was done with the help of the Studebaker National Museum Archives matching the numbers found on the factory records to those found on the car. I began to imagine the prospect of performing a full restoration. The first challenge to overcome was our need to secure a location where the work could be performed as the museum didn't have a workshop at the time. The year was 2009, and we were just about to break ground on the new museum building in downtown Tacoma.

Studebaker Drivers Club members James and Stephanie Bell in Bellingham, Washington generously offered a temporary space for the car while work was performed. Everything began falling into place, and work began at the end of 2011. Excitement for the "Avanti 1001 Rescue Project" grew as the

word spread to Studebaker enthusiasts. Our initial goal to complete a cosmetic restoration in time for the museum's grand opening in 2012, restoring 1001 very close to the way it appeared when it was new. They say an optimist sees an opportunity in every difficulty, and I can say that in hindsight we were a very optimistic in trying to meet this goal. The car proved to be a challenge at just about every turn. Those of you who have experienced a car restoration are mentally nodding with understanding at this moment.

The project received a huge boost when the frame-off body repair and paint work was completely sponsored by Studebaker Driver's Club members Ron and DeAnn Hochhalter and their business Advanced Collision Repair in Sunnyside, Washington. Sadly, we the Studebaker community, felt a huge loss with Ron's passing this year, but his legacy lives on in #1001. Ron's attention to detail was amazing. Upon completion of the body and paint work Ron presented the car with a special gift of the Washington State license Plate "Avanti1".

For the mechanical restoration, James supervised assistance from of members of the Whatcom County SDC and AOA! Avanti Northwest. It was a wonderful opportunity to share the project with the Studebaker community, and benefit from their knowledge and experience. I enjoyed hearing everyone's restoration stories and discussing how the early manufacturing of #1001 compared to later production models.

Some of the interesting little things we found on the car included "graffiti" left by a prior owner on the inside of the spark plug shroud. Clearly engraved were the initials "RJG" and "DICK Jason Goldfarb." I had a document showing Dick Goldfarb had listed the car for sale at one time. Several years into the restoration, my phone rang and I found myself talking to Mr. Richard Goldfarb himself, speaking to me from his home in Florida. He said he saw the articles about the car and although he didn't remember adding the initials, he confirmed he had purchased car #1001 new in 1964 in Boston when it arrived at the dealership. We know that 1001 spend much of its first year in South Bend as it had been allocated for use at Studebaker's Technical Training Center. Dick said he had graduated from college the year before, was 23 years old and had landed a job making more money than he "had ever seen to that point." He then went looking for a car to match his newfound status. Dick reported that with \$3,000 and the trade-in of his 1962 Ford station wagon, he was the owner of a new 1963 Studebaker Avanti.

The Avanti 1001 project was truly a community effort. The car will forever be a testament to the Studebaker Community's dedication to their marque. LeMay- America's Car Museum is truly grateful to everyone helping to save this important car and tell the Studebaker Avanti story.

More information can be found about the Avanti project at <https://www.americascarmuseum.org/avanti-project/>



Avanti 1001 (#1) prior to restoration.



James and Stephanie Bell,
Restoration project coordinators



Principals of restoration project,
Renee Crist with James and Stephanie Bell.



Ron Hochhalter – August 1947 – July 2021
Bodywork and painting,
Sponsored by Ron and his wife, DeAnn





Restored Avanti #1 at the
LeMay America's Car Museum,
Tacoma, Washington



Avanti 1001
proudly displayed
in the museum lobby



James Bell and Renee Crist
after a short drive near the museum



Well done!
James and Stephanie

Source Credit: Thanks to Renee Crist for the article and the pictures

Renée Crist
Curator of Collections
LeMay-America's Car Museum®
renee.crist@americascarmuseum.org

Social Media: Susan Lusted

Social media for our chapter is our website, and our Facebook page. Our website is up to date. We do maintain a very active Facebook page. It has lots of visits as monitored each week.

Our website page is located at www.thehamiltonchaptersdc.ca. It does contain pictures of members' cars. If yours is not there, please submit a picture in jpg format and we will display it.

Deadlines For 2022

The Bullet-Tin is published bi-monthly and below, see deadlines for submission of articles and publication dates.

Month	Submission Deadline	Date to Email Newsletter	When Submitting an Article
Jan/Feb	Jan. 1, 2022	Jan. 16	When submitting an article for our newsletter, please use Word or RTF format. Pictures can be in JPG or PDF format.
Mar/Apr	Feb. 27	Mar. 14	
May/June	Apr. 24	May 16	
July/Aug	Jun, 26	July 10	
Sept/Oct	Aug 15	Sept. 11	
Nov/Dec	Oct. 30	Nov. 13	

Hamilton Studebaker Drivers Club Contacts

President	Vice President & Membership	Secretary	Treasurer
Peter Downey 37 Matilda St. S. Dundas On. L9H 3C6 Phone: 905-869-2141 Email Address: PresidentHamiltonSDC@gmail.com	Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726 Email Address: stephenjporter4@gmail.com	Roger Hill 30 Garden Cres. Paris On. N3L 3T4 Phone: 226-220-5275 Email Address: studebakertracks@gmail.com	Roly Lusted 201 Livingston Ave Grimsby On. L3M 4X2 Phone: 905-945-0027 Email Address: lin93@sympatico.ca
Regional Manager	Zone Coordinator	Crossroads Zone Director	
Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726 Email Address: stephenjporter4@gmail.com	Bob Hamblin 6225 County Road 22 Mount Gilead, OH 43338 419-947-1360 Email: daveh2949@centurylink.net	Harvey Snitzer 2422 Cranbrook Rd Canton, MI 48188 Tel: 734-634-2285 hjs66@yahoo.com	

Annual Dues for the Hamilton Chapter

Dues for our chapter are \$20 per year and are due Jan. 1st each year. Please send payment to our membership secretary including your SDC national number. Members of the Hamilton Chapter SDC must be a member in good standing of the Studebaker Drivers Club Inc.



May

11 Della Mullett
12 Jim Anderson
13 Sue Lusted
18 Barry Leppan
28 Dave Bonany

Anniversaries May

11 Kevin & Della Mullett
16 George & Donna Graham

June

6 Margaret Ernst
19 Roy McGowen
23 Jim Cumisky
24 Steve Tournay
26 Brenda Brewster

Anniversaries June

12 George & Marlene Wingfield

Upcoming Meetings: All are subject to current Covid guidelines, closures, and Hamilton SDC policies.

June, ONTARIO, 20th, We are confirmed in the Oddfellows Hall. 63 Main St Dundas. Entrance at the rear of the building. Start at 7:00. I was thinking we could then go to The Thirsty Cactus which is one block away for refreshments and food. There is parking at the rear of the Lodge and I will clear with Turner Funeral Home to use their lot as well. This is not wheelchair accessible. Website: www.thehamiltonchaptersdc.ca. qq

July ONTARIO, 10th is the date of the Summer Tour! Starts at the Cdn Warplane Heritage Museum parking lot at 12:30 pm. Don't be late! The destination is the Ontario Steam Heritage Museum, a unique and wonderful place you won't find anywhere else in Ontario! Dinner is together at about 5pm at the also-unique "The Danish Place" just a short stop away (the summer menu will be up on their website shortly, but not yet at this writing). All paved roads (the Hamilton-Wentworth section is in the poorest condition - no surprise!), lots of beautiful properties to see and tree-lined rambling back roads to enjoy! Road instructions will be furnished for those who may lag behind, and of course, there is a Studebaker trivia quiz (not quite as hard as the last tour's questions!). Refreshment break half way through! This will be a great tour! We want you there! First tour since 2019! Info: Roger Hill ph. 226-220-5275 or studebakertracks@gmail.com. Website: www.thehamiltonchaptersdc.ca. qq

August ONTARIO, 15th, Hamilton, Hamilton Chapter to host its monthly meeting. Check our website for complete information. Contact: Peter Downey 905-627-2141, email: PresidentHamiltonsdc@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

September ONTARIO, 10th, Hamilton, Hamilton Chapter to celebrate International Drive Your Studebaker Day. Check our website for complete information. Contact: Roly Lusted, 905-945-0027, email: lin93@sympatico.ca. Website: www.thehamiltonchaptersdc.ca. qq

October ONTARIO, 16th, Hamilton, Hamilton Chapter to host its monthly meeting. Check our website for complete information. Contact: Peter Downey 905-627-2141, email: PresidentHamiltonsdc@gmail.com. Website: www.thehamiltonchaptersdc.ca. Crossroads Zone. qq

November ONTARIO, 20th, Hamilton, Hamilton Chapter to host its monthly meeting. Check our website for complete information. Contact: Roly Lusted, 905-945-0027, email: lin93@sympatico.ca. Website: www.thehamiltonchaptersdc.ca. qq

Very Studey-ously

By: Roger Hill



The 1939 Champion was a success. It was a "clean sheet" design where no significant existing components from older models were used on the new right-for-the-times car.

Studebaker wanted to be very careful in the execution of this car because the company enjoyed a reputation as a maker of well-engineered, good looking, quality, medium-priced cars and trucks. The "medium-priced field" had lots of competition like Hudson, Nash, Oldsmobile, Pontiac and Desoto. Ford

had also just introduced the Mercury because they formerly had no product line for loyal customers to move "up" to, except much higher-priced Lincolns. Studebaker also saw the wisdom in having a more full line for their customers, and in their case, they needed/wanted a volume lower-priced car in addition to their existing higher lines of Commanders and Presidents. In the Great Depression, and in the sharp recession of 1938, higher-line cars sold very poorly.

Studebaker tried the lower-priced Erskine from 1927 until early 1930, but it was wrongly designed and not priced low enough. The Rockne was another, better attempt for 1932 and '33. A good argument could be made that the Rockne was not a failure, as has often been portrayed, but the necessities of managing Studebaker out of its 1933 to 1935 "voluntary receivership" made operating a second make too financially burdensome (Rockne and Erskine were both registered as separate brands from Studebaker. The separate names were probably a good move. Packard lived to regret using the Packard name on some of its lowest-priced "volume" cars.).

And so, the Champion was born - to bring in a new customer base and to create more sales volume. Well conceived, well engineered, decent looking, decent performing, decently priced and quite economical, it was also a quality product befitting the corporate reputation. It sold quite well, brought the company many new customers, and elevated the industry status of Studebaker's management to "star quality"! And in turn, confidence in management was instrumental in the granting of many high-profile government contracts to the corporation during the war.

But, how good was the new Champion? Well, as car manufacturers do, they want to see what the competition is up to, so they buy examples of other maker's cars to test and tear down for examination. GM bought a Champion. An engineer, whose group did the work in 1940, privately revealed that they were surprised at the quality and light weight of various parts, and that at the conclusion, "seldom have more favourable comments about a competitor's product been uttered"! That was the result of 300,000 miles of extensive pre-production proving ground testing (Studebaker - in 1926 - was the second American automaker to have a "real" proving ground in the modern sense. GM was the first, in 1924 and Packard was third, in 1928).

The 1939 Champion was Studebaker's last "clean sheet" car! EVERY "new" model after that used a major component from a previous design, usually a chassis and/or engine!

A cautionary tale: When doing your "spring diligence" and awakening your Studebaker from winter hibernation, get lots of sleep yourself! Otherwise, while changing the oil, you may do what I did one year (40 years ago)! In the middle of doing an oil service, an SDC friend popped by for some fine conversation. Great! When he departed, I resumed the task. BUT - you guessed it - my dozy memory had forgotten that the drain plug had not been replaced. So, I dumped 6 quarts of clean 10W30 through the engine of my Power Hawk and down the driveway! A classic Three Stooges-type goof! And it only needed one "stooge"!

Wanted: Submissions for the Next Bullet-Tin

- Studebaker in Canada is our theme.
- Send us your stories and articles.
- Studebaker Sightings: if in your travels, you see a Studebaker, parked, send the pictures and location to Sue Lusted, lin93@sympatico.ca. Send us your pictures in jpg format.

Vice President and Membership

Steve Porter, Vice President Currently, we have more than 70 members and 33 of which need to renew. Yearly dues can be paid now or at our June meeting or by mail. Please mail payment to Steve Porter 430 Plains Rd. W. Burlington On. L7T 1G9 Phone: 905-464-5726. Email Address:

stephenjporter4@gmail.com. Membership to the SDC is a requirement for membership to our chapter. For membership only, it is \$12 in US funds. This is membership only and no magazine. Applications for both our chapter and the Studebaker Drivers Club can be found at [this link](http://thehamiltonchaptersdc.ca). Membership Information (thehamiltonchaptersdc.ca)

Congratulations to Steve on being appointed Regional Manager for the next two years. Thank you for volunteering. We know that you will do an excellent job, just as you do on whatever you choose to do.



Contributors to this issue

Roger Hill, Peter Yuen, Roly Lusted, Peter Downey, Steve Porter, Rene Crist . Remember that we are always looking for pictures and articles.

Unplanned Switch From Carb System to Fuel Injection System

Pete Yuen

The Problem: Gasoline flooding of engine cylinders and oil sump

The car: 1988 Avanti Silver Anniversary Model



The Culprits: The presumed cause:

- 1 - Fuel pump valve failure
- 2 - Carburetor float valve failure
- 3 - Sufficient amount of fuel in tank to allow gravity feed of fuel through



fuel pump and carburetor

In most cars, the fuel tank is lower than the carburetor so flooding of the engine

would not happen.

At the age of 92, one sees and experiences many things in life, some good, some bad and some in between. Life, it seems is not unlike a course of pros and cons or ups and downs. We all have these moments, when at times we win and at other times, we lose.

Personally, I feel very blessed in having a wonderful mother and siblings as I grew up. More blessings came as I met my future wife in my late teen years. We married and have a wonderful daughter who in turn gave us grandchildren and they, in turn gave me Great-Grandchildren. Unfortunately, my wife passed on before the arrival of the Great-Grandchildren. Together, Mary and I adopted a son, Craig, and he gave us a lovely granddaughter too. These are normal things in life but now and then, something quite unusual and unexpected happens and in this case, it happened to the Avanti.

Just 2 days prior to the International Drive Your Studebaker Day that was scheduled for September 12th, I was driving in my Avanti and taking flowers to the cemetery for my wife as she loved flowers. The car was performing beautifully and it had 1/4 tank of fuel. On route to the cemetery, I bought gas and continued on to "visit" Mary. Car was still running fine but about 7 or 8 miles out, on the way home, the engine suddenly quit. Cranked it over a few times but no luck to start it. This necessitated a tow for the car. I phoned the garage that I deal with to ask if they had room for the car to be in their shop overnight, they did not. The car was towed to my place and I tried to start it on the following morning. It did start but it ran terribly and I shut the engine off after a couple of seconds. Even for the very short time that the engine ran, it filled the garage with smoke and gas fumes. Another day goes by and upon entering the garage, I noticed that there was a pool of raw gas on the floor coming out from under the engine. At this time, I decided to make an appointment at the garage and have the car towed for servicing.

The mechanic asked for the key and then he tried to start the engine but it would not crank so he thought that the battery needed charging. After that, the engine still would not crank. The reason was that so much gas had entered the cylinders and being a liquid, it would not compress. Not only was the engine flooded with gas but upon further inspection, it was noted that the oil sump (pan) had also filled with gas.

This is something that I have never saw before in my life and hope never to see it again on any of my vehicles. So, we wonder, why and how did this happen and we come to a conclusion that in order for it to happen, the fuel pump that was install just prior to the Avanti International Meet in Tacoma in 2018 and having only about 4,000 miles on it, failed. That alone would not be the reason that the engine and the oil sump got flooded as the float valve on the carburetor should have stopped the gas flow had it been working properly. In spite of the failure of the fuel pump and the carburetor, there had to be another factor: Gravity.

In most cars, the gas tank is lower than the carburetor and therefore the gravity feed of the gas would not exist if the float valve on the unit malfunctioned. How could I be so unlucky to have everything mentioned to cause so much trouble? Oh well, I was lucky at love as my wife and I had over 60 happy years together so one can't feel too badly about a malfunction in the car. It's just a tiny, little bump on the road of life.

After several hours of work by the mechanic, the mess that was created got cleaned up, fresh oil was put into the sump. With the spark plug being out of the engine so that the trapped gasoline could be expelled, the engine was cranked over so that the oil would go to the bearings for lubrication prior to when the engine would once again be started. This is important! If it isn't done, the engine bearings could be damaged.

By now, I have lost faith in the fuel pump and the carburetor. Decision had to be made as to what we would do to prevent another occurrence. The mechanic suggests that one way would be to go to the fuel injection system. The gas could not gravity feed through the injectors as they require 65 PSI pressure to function.

Age considered, I decided that it was not the thing that I wanted to tackle with in the late stage of my life so I told the mechanic to find a good unit and install it. After working on the car for 5 days, the fuel injection system was completed and I am happy with it. The unit that was chosen is the **Holley Sniper EFI**. It just fits where the 4-barrel carb was. There were a few parts that was needed but not supplied with the kit and a few slight modifications had to be made. One being that a gas return line had to be installed. There is quite a bit of time spent working under the car so, if anyone is contemplating the conversion, he should have a hoist so that the work could be done easier by being able to stand up rather than trying to work while laying on the back. This is the main reason that I did not want to do the conversion myself.

One of the things that can be discarded from the car is the air pump. It is not needed for the conversion. Keep in mind that the gas return line from the fuel injector system needs enough flexible hose to allow for the engine's rocking movement that happens every time that the engine is accelerated or decelerated. On the Avanti, you may need to buy a new air filter unit. Be sure to buy one that is not too high so that it obstructs the closing of the hood. The difference in starting the engine: Carb system -- Push the accelerator to prime the engine and set the choke. For Fuel injection: -- Do not touch the accelerator. Turn key to activate the fuel pump, wait for it to stop running then turn key to start position.



SDC National Officers

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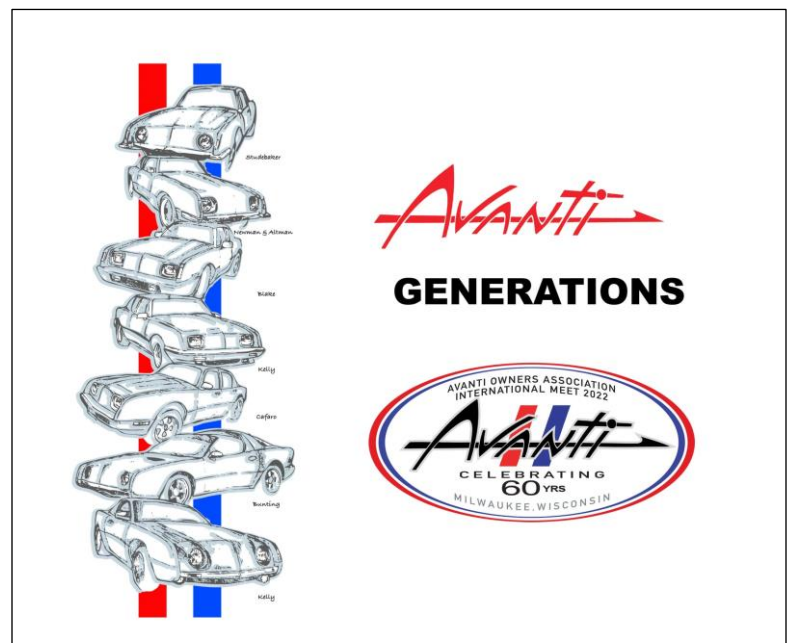
Dues for the Studebaker Drivers Club Inc.

www.studebakerdriversclub.com

Dues are 52.00 payable in US funds to The Studebaker Drivers Club Inc. Cornerstone Registration Ltd. P.O. Box Maple Grove Mn. 55311 (763) 420 7829. Email: mark@cornerstonereg.com 46.00 payable in US funds for first time members only. For renewing members, it is \$52 in US funds. Fee is \$12 without the magazine subscription. This can be completed online also. www.studebakerdriversclub.com/joinsdc.asp

Classifieds:

Currently, our members have listed a number of automotive related items for sale. These can be seen <http://www.thehamiltonchaptersdc.ca/Classifieds-May-June-2022.pdf>. This list is updated monthly. Items that you wish to list can be sent to Peter Downey, email: PresidentHamiltonSDC@gmail.com



In Memoriam Terry Silcox



SILCOX- Terry Leo, of St. Thomas passed away peacefully, surrounded by his family at LHSC-Victoria Campus on Wednesday, April 27, 2022 at the age of 65. Terry is survived by his beloved wife Susan Silcox (nee Daniel); by his siblings Michael Silcox of St. Thomas, Allan (Denise) Silcox of Aylmer, Diane (John) Cotton of London; and by his brother-in-law Mark (Deb) Daniel of St. Thomas. Terry will be fondly remembered by his nieces and nephews Jenny (Viraj), Jamie (Jason), Tim, Hanna (Mike), Estevan (Tina), Tesha (Matt), Aimee (Rob), Kelly (Andrew), Scott (Tegan); and by many other great nieces and nephews, cousins and friends. He worked for over 25 years at Weatherhead of Canada and was a Life Member and Past Master of Warren Lodge #120 AF & AM Fingal. Terry was born to the late Alfred and

Mae Silcox and grew up in Shedden. He thoroughly enjoyed spending time with his nieces and nephews and loved to drive them around in his Studebaker.

Terry and Sue were charter members of the Hamilton SDC. Our condolences go out to Sue and the family.

1964 Studebaker Avanti on the newsletter cover.

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. The Avanti came home in late October of 2011 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 trailered 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.

In the fall of 2015, we were approached by the Worker's Heritage Centre in Hamilton about an auction item for their Silent Auction. After a lot of thought, we made up a goodie bag which had a Bullet Nose Studebaker on it, added some items to it. What proved to be a highlight was a ride for the afternoon in our Avanti visiting various industrial sites, the park where the plaque was installed. This ride got a lot of money at this Silent Auction. Roly met the gentleman in June of 2016 at Dundurn Castle and spent the entire afternoon with him. I will write on this one for the next newsletter.

AREA CRUISE NITES

MONDAYS:

Burlington mall every Monday except holiday Mondays. Rebel Classic Car Club Website:

<https://burlingtoncentre.ca/event/Rebels-Classic-Car-Show/2145561537/>

TUESDAYS:

Grimsby, every Tuesday night at the Gateway in Grimsby beginning June 7, 2022.

Ancaster, every Tuesday night at the Canadian Tire in Ancaster on Wilson St. Website:

<https://www.kwbugclub.org/armaturenbrett/events/ancaster-cruise-night-july-19-2022/>

THURSDAYS:

Port Colborne,

<https://www.facebook.com/CruisersPC/photos/a.241794929355083/1975676659300226/>

FRIDAYS: Cruise Niagara in Downtown Thorold.

<https://www.facebook.com/CruisingTogether%20/>

SUNDAYS:

Dunnville: located at the Country Chip Wagon. Starts at 3 p.m to 7 p.m. Music and door prizes.

Hamilton: Peggy Sue's at the Rona on Hwy. 53 Hamilton. The lot is not open until 6 p.m.

