

Spring/Summer 2010
\$6.25 Value

OUR 150TH ISSUE!

AVANTI Owners Association
International, Inc.

AVANTI OWNERS ASSOCIATION
INTERNATIONAL, INC.
Number Twenty

Engine the Avanti

Both the Avanti 2000 and 2000 Sport were tested by the AVANTI Owners Association. Both were produced as a limited edition. Both featured "realistic" suspension bodies, available in the most serious of luxury automotive styling. Both offered optional suspension. Both had great ride between the wheels. Both had high performance V-6 engine and transmission. Both made record breaking runs at Bonneville. Both were made in the USA. Both had great dealer networks. Both had the actual experience of the owners, which directly set the standards for other Avanti articles. Both had the same spirit of the AVANTI Owners Association. When production halted, the AVANTI Owners Association was the first to purchase the rights to the AVANTI Owners Association. Both were made in the USA. Both had great dealer networks. Both had the actual experience of the owners, which directly set the standards for other Avanti articles. Both had the same spirit of the AVANTI Owners Association.

AVANTI Newsletter
Number Twenty

THE JOURNALS OF AVANTI

AVANTI Owners Association
Newsletter

AVANTI Owners Association
Winter, 1992

AVANTI Owners Association International, Inc.
Newsletter #50 - Winter 1983

AVANTI Owners Association International, Inc.
SPRING, 1987 NO. 80

The 1987 Luxury Sport Coupe

- 1987 AOA! MEETS
- NATIONAL CAPITAL AUTO SHOW
- CHICAGO LAND AUTO SHOW
- SERIAL NUMBER DEBATE
- AVANTI "BUG SCREEN"
- CORVETTES TO AVANTIS
- THE FIRST 1987 AVANTI OWNER REPORT
- TECHNICAL INFORMATION

AVANTI Owners Association International, Inc.
WINTER - Part 1, 1989 NO. 76

This is where it all comes together.

AVANTI Owners Association International, Inc.
SPRING SUMMER, 1992 No. 80

The Big AOA!/SDC Meets

- Avanti Motors History
- 1991 Avanti
- Visit to AAC, Inc.
- Bonneville Update
- 1984 Brake System
- Repairing Brakes
- Technical Tips
- Defogger Schema
- Life In The Past Lane
- Fuel Mileage
- Bronco and Me
- Avanti Trivia
- New Kentucky AOA! Chapter
- SO. CALIF. AOA! Revived
- Drags at the National Meet!
- Letters Loaded With Tips

SPECIAL ISSUE!

AVANTI Owners Association
Winter, 1992

AVANTI Owners Association International, Inc.
FALL WINTER, 1992 NO. 82

200.426

Ron Hall Breaks The Barrier

- Fred Mitchell's "Brand New" 1964 Avanti
- Buying An Avanti On \$125 An Hour
- Avanti-its "By John Hull"

Anniversary Celebration

AVANTI Owners Association International, Inc.
ISSUE 86 WINTER, 1994

200.426

Ron Hall Breaks The Barrier

- Fred Mitchell's "Brand New" 1964 Avanti
- Buying An Avanti On \$125 An Hour
- Avanti-its "By John Hull"

Anniversary Celebration

AVANTI Owners Association International, Inc.
Fall, 1994

Avantis in Switzerland
Dearborn: 1995 A.O.A.I. International Meet
Letters, Technical Information and More!

AVANTI Owners Association International, Inc.
Issue 96 Summer 1996 \$5.50 Value

TURNING WHAT MIGHT HAVE BEEN INTO A REALITY.

AVANTI Owners Association International, Inc.
Summer 1996 \$5.50 Value

AVANTI Magazine
Issue 110 / Spring 2006
AVANTI Owners Association International, Inc.
\$6.25 Value

AVANTI Magazine
Issue 120 / Fall/Winter 2007
AVANTI Owners Association International, Inc.
\$6.25 Value

AVANTI Magazine
Issue 130 / Spring/Summer 2008
AVANTI Owners Association International, Inc.
\$6.25 Value

2005 AOA! meet report
New Studebaker Museum set to open
AVX founder received Lifetime Achievement award

AVANTI Magazine
Issue 140 / Winter 2009
AVANTI Owners Association International, Inc.
\$6.25 Value

INSIDE:
Avanti at Pebble Beach

AVANTI Magazine
Issue 150 / Spring 2010
AVANTI Owners Association International, Inc.
\$6.25 Value

INSIDE:
Studebaker in Canada - 1

Avanti in Miniature

BRASS AVANTI

Fiberglass & brass: The long road to completion

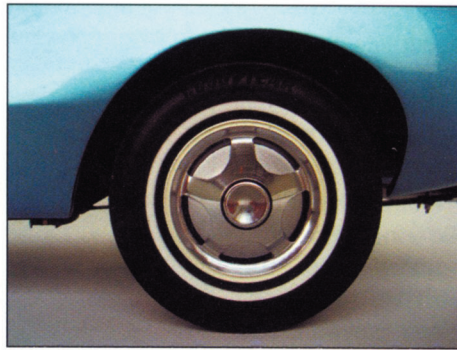
Story and photos by
Roger Zimmermann
Special to Avanti magazine

Progress has been slow for the last part of the job: the tires. It's frustrating, for example, now I'm trying to do a white wall insert but the material will not cure! Why? Maybe I made a mistake with the catalytic agent. As the mold is made with wax, removing the uncured material means having to redo the mold. It's not complicated but time consuming.

I continued with the master tire production, and salvaged one from the Oldsmobile Toronado and with some modification I could do the one for the Avant. Letters and numbers on the tire are done with paint - A steady hand is necessary!

As I was still researching the proper material to do the tires (the former supplier does not exist anymore), I began constructing the wheelcovers. I made two forms in brass and "stamped" a sheet of brass in between. Of course, there were many steps in between; I don't feel the necessity to explain it all.

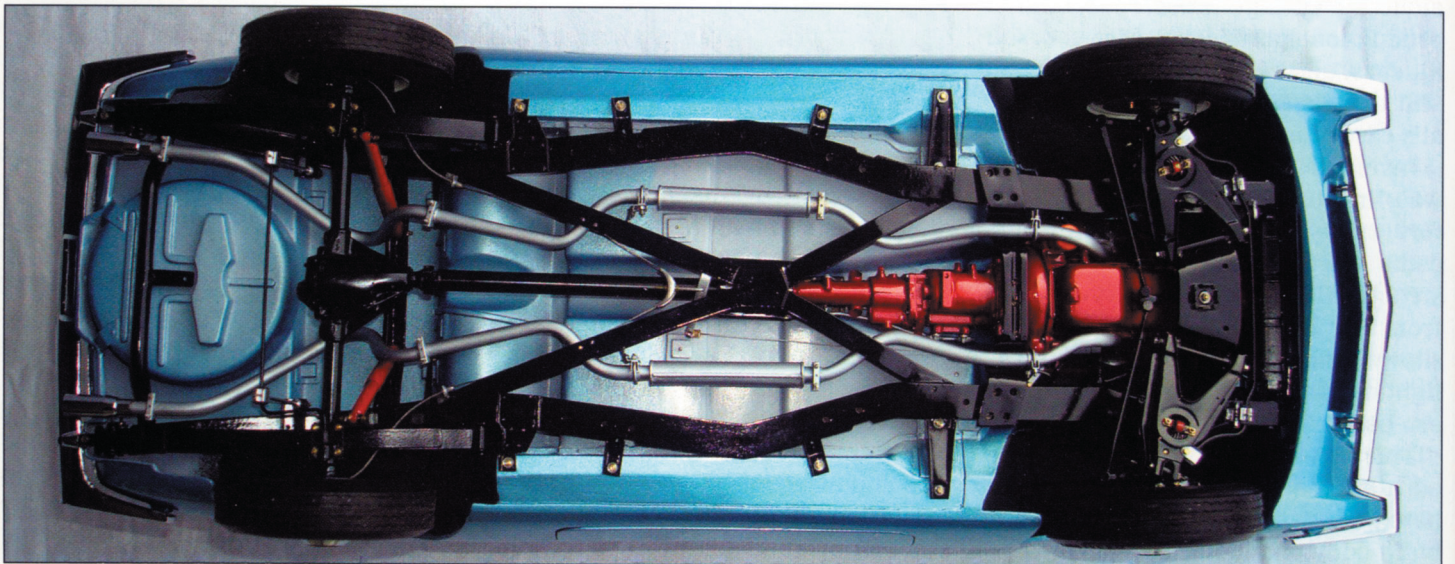
I did a rear license plate with an "Avanti" script.



Back on the tire project, the first negative forms were ready. With these forms, I did two half tires with the same material. These positive forms permitted me to cast the nega-

tive forms in polyester. Then I was able to cast the tires, one after the other.

With some minor exceptions, the



Avanti in Miniature

car is finished. *Toy Studebaker Club* editor and *Avanti Magazine* contributor Joe Parsons is very upset because I could not install the headlamp plastic covers as I originally planned. The culprits are the screws, which are too short. I tried to modify a longer screw with a hexagonal head I have; the modification went well; unfortunately, the material is brass and does not withstand the stress of a screwdriver. As long as no longer steel screws are available, I just consider the front of the car having super clean headlamp covers!

Some considerations about this model: When I began to refresh it in 2003, I wanted to do the least amount of work as possible. I noticed that the rear of the car was way too wide; as a real Swiss guy, I did a compromise: reducing the width a good deal, but not completely. I'm wondering where I had my head the day I made that decision. At the end, the work was the same: a new trunk lid and extensive reworking of the body at the rear. In fact, I had more work: I had to calculate a repartition of the extra 3/8-inch between the various elements at the back.

Fortunately, it's now hard to notice that the rear of the car is too wide; maybe the designers would notice; sadly, they are no longer here.

Another compromise I intended to do was with the wheels and tires. It was my intention to keep the hard

rubber "original" wheels; it was only when the car was almost ready that I made the decision to replace them with something more correct. I'm happy I did that; the look with the new tires is a real improvement.

Despite the difficulty, the wheel-covers are also a nice change compared to the old ones. The only regret I have with them is that I did not polish them well enough before plating. The plater gave me the explanation: he had to media blast the recessed parts to get the dull look; if he had put a thicker layer of copper/chrome, the effect may have been greatly reduced.

I was also lucky with the interior. You may imagine that to find leather in the original color was not possible. I ordered the proper colors from Studebaker International and they sent them surface mail. Some months later, the international surface mail was cancelled by the U.S. Postal Service – shipping of spray cans is now almost impossible.

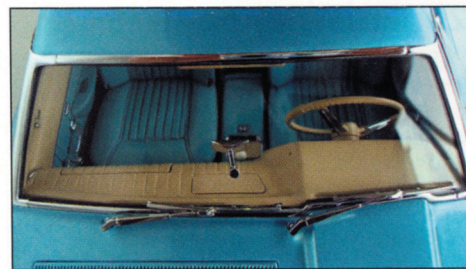
During the reconstruction, more details were added as originally intended. The fact that my pictures were published in the *Avanti Magazine* and into a French forum was a huge incentive – exposure reduces the risk of mediocrity! Had I published pictures from day one, some compromises or simplifications would have been greatly reduced!

Anyway, all in all I'm satisfied with

the final result, even if some details are a bit from perfect. This adventure has been shared by many readers; I hope it was not annoying and I thank also all who helped in one way or the other in the construction of the model: Werner Grossenbacher in Switzerland who allowed me to take some dimensions and pictures, David Crone, Lew Schucart and Joe Parsons and probably others who I forgot.

As I hope I still have some years to live, I began a new project. This model will keep me busy for six to 10 years. It's a 1956/57 Continental Mark II which will be documented on the Mark II forum. Another adventure!

Thank you for your patience; I have appreciated sharing my work with you.



BELOW: Roger Zimmermann at work, milling brass parts for his scale-model Avanti.

