

# 1963 Avanti      63R-1458      R-2 4spd

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**Owned by Chuck Lampman**

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**Restoration by Michael Myer (body), Chuck Lampman (mechanical),  
Rene Harger (interior)      Finished August 15, 2019**

I bought this car in the early-1990s. During the next seven or eight years I managed to do most of the mechanical and chassis work including rebuilding the engine, suspension, installing Turner disk brakes, fuel lines, repairing several fiberglass defects in the body and doors, and doing most of the paint prep work. An error in reading paint codes meant I painted the engine bay, door jambs and hood and deck lid interiors the wrong color, Ford Medium Sandlewood instead of Avanti Gold.

In 1997 a tornado totaled my 1983 Avanti daily driver, which I then parted out. Loath to repaint the erroneous colored areas, I decided that this would not be an authentic restoration, but that I would stick with the attractive Ford color and incorporate bits and pieces of the 83 to modernize the 63, including adding air conditioning to a supercharged car, adding three-point seat belts, and many other touches.

In 2001 I had a heart attack, and work on the car stopped. I finally decided that since my health precluded finishing the car, I would entrust that to others. In January of 2017 I shipped the car to Myer's Studebaker in Duncan Falls, Ohio.

Rene Harger at Southeastern Studebaker in Knoxville, TN, produced an entire leather interior, and new carpet. Mike Myer did the remainder of the reassembly- he installed the interior, got the engine running, painted the car, made dozens of mechanical installations and fixes, and completed the restoration.

Here is what we did:

## **Body:**

- **Rust-free Southern car**
- **Interior, including manual Recaro bucket seats, door panels, and rear seats, from 83 Avanti reupholstered in leather**
- **Three point seat belt from 83 Avanti installed, mechanism hidden in 83 Avanti rear armrests**
- **NOS windshield and NOS electrically heated rear glass with auto cutoff switch installed**
- **Electrical solenoid operated trunk release from 83 Avanti installed, release button in glove box**
- **Painted Ford "Medium Sandlewood," clear coated**
- **Front and rear bumpers rechromed, new rubber components for bumpers**
- **Added SS grille and SS rain gutters (early car, had none)**
- **Custom Autosound radio with dual in-dash speakers, rear speaker, from Stude Intl**

- New Mercedes-type door latches
- Dash reskinned by Just Dashes- in Fawn
- Doors, floor and roof interior sound dampened with Hushmat
- Door hinge areas strengthened with carbon fiber/epoxy
- All new weatherstrip. Door rubber is Nostalgic Motor's kit for Avanti IIs, much more waterproof than the original factory rubber
- Cowl wiper area strengthened with carbon fiber/fiberglass/epoxy
- Installed original type A/C underdash evaporator, cover and side panels from 83 Avanti.
- New electric radio antenna
- New repro headlight cover bezels and gaskets, plastic headlight covers (NOS glass covers included with sale)
- Tail and parking lights converted to LED for reduced heating, warping of lenses
- Original rear backup lenses converted to taillights, backup LEDs installed by license plate
- Third party power window regulators installed for smooth, quick operation
- New window washer pump, spray head and NOS reservoir bag

## **Chassis:**

- Repro Halibrand aluminum wheels with Michelin Defender 215/75 R15 tires. One extra spinner included with sale
- Avanti II quick steering arms installed
- Turner front disk brakes and brake hoses installed
- Third party cruise control added, 4th gear only
- 3.54 Twin Traction rear end for improved roadability
- New rear brake linings, drums turned; new brake cylinders
- New bushings in frame, and front and rear of rear springs.
- All new Delrin upper and lower inner control arm bushings with Zerk fittings
- New kingpins, bushings, new bushing in steering bellcrank center, new tie rod ends, all new rubber cups on steering linkage
- Dave Thibault 1" front sway bar, 3/4" rear sway bar. Front supports boxed for strength
- "Y" frame support welded at the rear of front spring opening to prevent cracking
- Ignition controlled solenoid fuel shut-off valve at tank
- New dual exhaust system with crossover pipe installed
- All new steel brake and fuel lines, dual master cylinder (Chrysler)

## **Engine compartment:**

- R-3 headers added to original R-2 289 CID engine
- Chrysler electronic ignition installed
- Heads reworked with minor porting, polishing, removing sharp edges in combustion chamber, gasket matched, slight deepening of plug area to use easily available Chevy 3/8" reach plugs, and finally CCd to original specs. New 3/8" reach plugs, wires
- Low mileage (57K) engine didn't need boring, so cylinders were cleaned up with a Sunnen hone, fitted Gapless rings, new rod, main and cam bearings
- Dave Thibault remanufactured original "Supercharged" AFB carburetor, new air hoses
- New starter solenoid
- New 4-core radiator, thermostatically controlled electric fan installed, radiator overflow installed, original surge tank eliminated
- Moved battery to trunk with 000 welding cable for both hot and ground
- Relocated power steering pump to accommodate A/C compressor. Installed Sanden rotary compressor, custom refrigerant lines, condenser for R-134 A/C
- Plumbing installed for oil return from valve covers to valley cover with stainless braided hose for high RPM use
- Rebuilt original shifter for reliable operation
- Valve covers, valley cover, master cylinder cover, air cleaner chromed