

Q & A with Jon Myer

Avanti restorer and parts vendor Jon Myer hosts a monthly Question & Answer column in Avanti Magazine.

Any questions you may have for Jon may be sent to him in care of Avanti Magazine, 12102 Josephine Marie Drive, Maryland Heights, MO, 63043.

Jon will quickly answer your letter in a personal reply, and the letter and Jon's help will be printed in the next issue. You may also send your questions by e-mail to: spookys@1st.net. This month, we continue with a number of useful tips for keeping your Avanti on the road.

Power Steering

I have had a lot of power steering pump questions lately and I happen to think about something I assumed everyone would know. If you are out driving, your Avanti OR any other Studebaker and your car has power steering, one of the power steering hoses develops a leak or bursts stop the car and shut it off as soon as you can get over out of traffic. You can then open your hood and find your power steering pump on lower left side of engine. Now you can cut and remove the belt to power steering only. Do Not cut the belt for water pump and generator or alternator only the power steering belt. You can now finish up your trip just without power steering. The major difference is if you push the problem and keep driving you will kill the pump. A power steering rebuilt pump plus core is \$275 where as a belt runs \$25-\$30. Which one would you like to pay? The other thing is if a hose sprays hot oil on the exhaust manifold it could burst into flames. I have a 1983 Avanti II that did just that and it burned the hood and left fender and tire badly. I have since fixed it but not having a wiring schematic made it much harder and this is with me being a warranty shop in L.A. I had to wait until someone brought me an '82 or '83 Avanti to work on and I then had a car to look at and see what color wire went where. I had most of them already correct but it was nice to have one right there in front of me to look at and get correct color and size wire where it belonged.

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'63-'64 Avanti Voltage Regulator

I have had a lot of calls recently about a voltage regulator for the 1963-64 Avanti. The company that was making the one that was being used no longer makes



them—this was already a replacement unit I discovered way back in mid -to -late 70's.

I worked almost 30 years for American Airlines at LAX airport. Shortly after I got out of the Navy in November of 1962, I met Betty, soon to become my wife. We only knew each other for about four months before we got married, soon to be over 60 years ago. There weren't a lot of jobs around the town in Ohio where I grew up and the place where my father had worked for over 13 or 14 years was moving to Michigan. He could still have his job as an inspector or if not, he was now unemployed. My sister got married while I was in the Navy and then moved to Los Angeles. She said there were plenty of jobs out there, so he sold his car and most of the furniture and I hadn't been married long enough to accumulate much of anything except cars. I owned a '55 Olds and a 1955 Caddy convertible. I sold the Olds and redid the engine in Caddy and rented a small U-Haul trailer for what they kept and what few things I had, and we had a nice trailer hitch put on the Caddy hooked up the trailer and left for L.A.

I got a job at a Ford dealership and my dad got a job at McDonald-Douglas. I only worked for the Ford shop as a line mechanic and used car mechanic for about two years and then went to work for the airline as a ground equipment mechanic. We worked on all the stuff that had wheels and a lot of things that didn't but not on airplanes, those airplanes are

pretty helpless by themselves.

I had seen my first Avanti in early 1963 at our local Studebaker dealer and just loved it. I said someday I will own one of those and bought my first one in 1969 and I still have it.

In I believe the late '70s or early '80s the original voltage regulator supply dried up and for about a year, there were none to be had. I was working on a good many Studebakers, and Avantis and I had a customer's Avanti that needed a four terminal voltage regulator and there were none to be had.

One day while working on a Hyster S-30 forklift I saw it had a four-terminal voltage regulator so got one of those and took the cover off unit, and also took the cover off of the forklift unit I found it was a much heavier duty unit and had the same circuits in it. I found out that I could buy these from my local parts house made by Standard, and they were a lot cheaper.

For a while this is what I did was buy one as I needed.

The big difference in the two was the one made by Standard has its mounting holes on each side where the original was screwed down on end with two holes on one end and one hole at other end.

Richard Marks was just getting started and I told him about these regulators from Standard and he started to stock them.

Now fast forward to today after about 35 or so years we have had these to use but Standard stopped making them. Ever since the 2019 pandemic hit us, we have lost a lot of our suppliers, and most were the only place to get this stuff.

I am also having a lot of problems finding someone to rebuild our brake boosters. The place that was doing them in Texas shut down and I found another place that did a great job, he sent me back five boosters he had that were mine and said he couldn't get the kits to rebuild

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