NOSTALGIC MOTOR CARS UNLOCKS THE HISTORY & MYSTERIES OF THE 1963-1985 AVANTIS

Nostalgic's Born Reports Discovers a 1963 Avanti Won In A Contest, But Not By The Original Titled Owner

By Dan Booth Nostalgic Motorcars

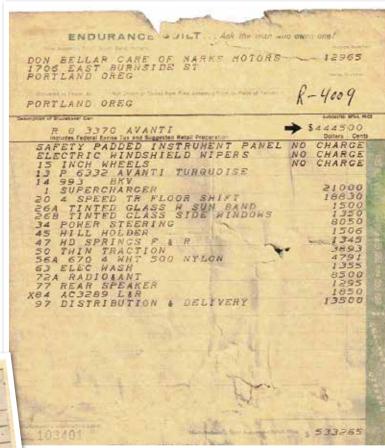
t is totally amazing, how the Nostalgic's Born Reports will provide unknown information to the owners of an Avanti. When they supply unknown information, to a person that purchased the 1963 Avanti new in May of 1963 and still owns it today, 58 years later, it's absolutely astonishing!

In August of 2021, I received a phone call from Darrell Brink, a new customer that saw my advertisement in the *Avanti Magazine*, for Nostalgic's Born Reports. He asked what copies of the Nostalgic Born Reports were available for 1963 R-4009 He purchased it new in 1963 from Marks Motors, in Portland, Oregon and he still owns the Turquoise Supercharged 4-Speed, that only has 64,000 miles on the odometer.

I called him back to give him the good news. I had the Build Sheet, Inspection Tickets and the Dealer Cost Invoice, which is very rare to have all three, Nostalgic's Born Reports.

As we were talking he stated he had the original window sticker with a list price of \$5,332.65. As he recalls, he paid \$4,800 for the new Avanti.

Dan Booth has over 46 years of exclusive, hands on Avanti sales, service, collision and parts, not Studebaker cars or trucks, just 1963-1985 Avantis.



The original window sticker has no Code 99 Tag Advance the Market Campaign, like the build sheet and dealer cost invoice.

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Nostalgic's original build sheet show R4009 was ordered on March 1, 1963 with the final assembly date of April 3, 1963 and code #99 shows it was originally ordered for the "Advance the Market Campaign"

Nostalgic's born reports dealer cost invoice for 63R-4009 had two attachments stapled to it. Dealer cost invoice #12965 63R-4009 is \$4,158.40. That's what the dealer would have normally paid for the Avanti, but code #99 on the dealer invoice shows #99 tag "Advance The Market Campaign." It also has #98 warranty and service at \$50, that means the factory did the service instead of the dealer, so the Avanti was delivered to the dealer with factory prep for immediate delivery.

The second form #12965 dated April 15, 1963 also shows the Avanti was delivered to Marks Motors in Portland Oregon for the total sum of "Gratis."

The third form #12965-A dated April 15, 1963 shows the dealer Marks Motors owes Studebaker \$581.24 to cover additional charge for specification changes made by the contest winner on 63RQ Avanti serial number R4009 for "Advance the Market Campaign."

I had never heard of the "Advance The Market Campaign" until I read it on the born reports for R4009. I called Lew Schucart, editor of the *Avanti Magazine*. He recalled a contest by Studebaker, from *Reader's Digest* magazine. Studebaker had two different contests. One for the United States, where 25 new Avantis were given away. The second contest was for Canada, where three

new Avantis were given away.

Avanti R4009 must have been one of the 28 new Avantis given away.

I assume the contest Avantis were all somewhat base cars, with very few options. This allowed the winner to have the Avanti built to their preference. This would explain the additional "Dealer Cost," invoice of \$581.24 where the winner or dealer changed the options. Apparently the winner never took delivery and must have sold or traded it to the dealer. Maybe it was the long wait, as the American contest ended on December 15, 1962 and the Canadian contest ended on February 15, 1963.

The date was March 1, 1963 when the build sheet was written with a finally assembly date of April 3, 1963. I would like to thank Lew Schucart for sending me copies of pages from *Readers Digest*. Which solved the mystery of the "Advance The Market Campaign." I'd also like to thank the only owner of R4009, Darrell Brink.

He sent me copies of his original window sticker and owners service policy. We both learned some very interesting, unknown facts about Avantis built by Studebaker, and those facts are backed up by original Studebaker paperwork. We both wanted to share this unusual information with other Avanti enthusiasts. I also want to thank the readers of my articles. Your e-mails and phone calls are very flattering, and I thoroughly enjoy sharing my knowledge, and findings with all of you.

