

MICHAEL PINK

1963 AVANTI R1



I got my 1963 Avanti at the start of 2008. The car was imported into Australia from Texas in early 2004. It hadn't been driven for many years when I got it and needed some work to get it roadworthy.

To make the car roadworthy, the front end, brakes and rear suspension were all rebuilt. The four barrel carburetor was rebuilt and all the rubber hoses were replaced. A new set of white wall tires were also fitted.



The Avanti still running its original 289 R1 engine, 4 speed manual gear box, and low ratio twin traction diff. Which makes it a lot of fun to drive.

I haven't had to do cosmetic work on the car, apart from a cut and polish. It was originally restored in 1971 and still looks pretty good now for its age





1961 LARK CRUISER



I got my 1961 Lark back in 1998, my mum and dad brought it for me when I turned 16.

It was my first car, and the car that I learnt to drive in.

It was a drivable car at the time but needed a fair bit of work.



When I got my licence I used the Lark as my everyday driver.

After several years I then decided to put the car on club permit and fix it up

Over the years the Lark has had a lot of work done on it, including paint, mechanical, interior and chrome work



either been repaired or replaced. It has its original 259ci V8, 4 barrel carburetor, twin exhaust and a 3 speed automatic transmission.

My Lark is a very reliable car, I have driven it around a lot of Australia attending several Studebaker Nationals Meets in it.

It is a real pleasure to drive



1955 COMMANDER COUPE



My current project is a 1955 Commander Coupe. I brought the car in 2005. I had wanted a 55 coupe since I was a young teenager after going for a ride in a club members 55 Speedster.

The Commander was imported from California, and is a very solid and straight car, with the only rust in the floors. The previous owner had started to build a custom out of the car, removing all the trim and filling the holes, shaving the boot lid and filling in the petrol flap in the back guard, moving the filler into the boot.





I have been able to find all the missing trim over the last couple of year.

I am currently doing body work on the car. The rear guard has been repaired and now has a functioning petrol flap. all the trim has been redrilled and put back on the car.

The boot lid has been fixed and now has a lock in it again.

I am currently half way through replacing the floors in the car.

