



# StudeNews



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A special thank you to Elizabeth Peters for volunteering to be the official photographer at our IDYSD event on PEI.

## Contributors in this Issue

Ken Zwicker	Colin Jack
Shelley Zwicker	Bill Jarvis
Doug Parkman	Karen Jarvis
Gordon Boss	Andrew Ganz
Graham Gagne	Patsy Gosselin

Thank You All !

# StudeNews:

## Official Publication of the Studebaker Drivers Club, Atlantic Canada Chapter

This newsletter is the Official Publication of the Atlantic Canada Chapter (ACC) of the Studebaker Drivers Club (SDC). Articles appearing herein reflect the opinions of the writer, and not necessarily those of the club or the Editor. Letters to the Editor are welcomed from all who read the publication. Other editors are encouraged to reproduce (with acknowledgement) anything of interest to their members, especially our classified ads.

This newsletter is published six times annually: February, April, June, August, October, and December. It is sent out to all paid up members and Editors with whom newsletters are exchanged. Articles relating to Studebakers are invited from all members and should be received by the Editor before the 15th of the month prior to the publication month noted above.

The ACC promotes the restoration, preservation, and enjoyment of Studebakers by encouraging individual and family participation in Studebaker related activities. Membership is extended to anyone sharing these interests. Ownership of a Studebaker is not necessary. The last page of this publication contains membership applications for both the SDC and ACC. Membership in the international club is a requirement for Chapter members.

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## Editor's Tailpipe



### Touring New Brunswick

***"Two roads diverged in a wood, and I,  
I took the one less traveled by,  
and that has made all the difference."***

You may remember these lines from the poem by Robert Frost entitled, "The Road Not Taken." The day before our Summer Picnic I had a similar choice when leaving Fredericton. My reward for not taking the TCH to Moncton was finding the Pont Burpee Covered Bridge pictured below.

### **"The Railrodder"**

This 1965 short film, that was produced by the National Film Board of Canada, is the second to last film starring Buster Keaton. Reminiscent of his classic 1926 silence film "The General", Buster "borrows" a motorized hand car from the Canadian National Railway and takes it across Canada. If you look very closely at the background of one of the scenes you can see two Studebakers. I won't give away the ending, but it's another example of Keaton's comedic genius.

### Cumberland County Museum

On pages 11 through 15 is a recap of the presentation of the Irvin Boss Studebaker 5 Year Service plaque at the Cumberland County Museum. Also included is a reprint of the history of the Maccan Garage, written by Bill Jarvis. This article first appeared in the July 2010 TW issue. Not all the pictures in the original article were included in the reprint. According to Bill, the Studebaker 25 Year Service plaque is still in the Boss' family possession.

### **ACC IDYSD**

Once again our Chapter held two IDYSD events. Colin Jack did a magnificent job arranging the main event on Prince Edward Island. See pages 4 -6.

### **Policy Change**

Starting with this issue, letters addressed to the Chapter will not be included in the newsletter. The letters will be distributed to members by email, and those members that receive only the paper copy of the newsletter will receive them as an attachment.



**ACC IDYSD Event September 13, 2025****By Colin Jack**

Good weather and good fellowship accompanied twenty odd club members and partners as they toured the south shore of Prince Edward Island for International Drive Your Studebaker Day on Saturday September 13th. Five Studebakers made the run while others travelled with less glamour in other makes. Leaving from near the Charlottetown waterfront, we toured to Ardgowan National Historic Site, home to a Father of Confederation. This was followed by what turned out to be a rather prolonged lunch. From the restaurant we circled Charlottetown harbour crossing the North and West Rivers to Skmaqn–Port-la-Joye–Fort Amherst National Historic Site which sits opposite the Charlottetown skyline and harbor that was dominated by a large visiting cruise ship. Given the lateness of the hour we deleted the planned car museum tour and travelled along the south shore of PEI on secondary roads with numerous ocean views to Tryon United Church National Historic Site for another stop and photos. Finally we continued on to Borden for a nice meal at the local brewery tap room. A good day with a little travel, some nice scenic views and time with friends. My thanks to Elizabeth Peters for taking the photos and to Doug and Roberta Parkman for driving us.





## ACC IDYSD Event September 13, 2025

By Colin Jack



On the road to Port La Joye



The parking lot lineup in Troy



Ardgowan National Historic Site



Fort Amherst National Historic Site



Left

A parking lot chat  
between Doug  
and Graham

Right

At Tryon United  
Church

Left to right  
Maggie Cassidy  
Roberta Parkman  
Marie Collins





## ACC IDYSD Event September 14, 2025

By Chuck Teuscher

My IDYSD event was a day late due to other commitments that Saturday. The sun broke through the clouds mid-morning providing some photo opportunities along the way. I took the longest drive in the Studebaker this season that included lots of miles off the main highways. On the way home I stopped to see a Studebaker friend that lives in the area.



Left

Sunday services at an Eastern Orthodox Monastery

Below

With the Monastery's gold domes in the background

Bottom Left

A roadside pond with fountain

Bottom Right

Stop for a mid-morning coffee





## Membership Report

(submitted by Karen Jarvis)

### Welcome New Member Tim Huttermann

Tim is the proud owner of a '63 Studebaker Avanti with a production date of 11.1962

Unfortunately a former owner replaced the frame and drive train with a later model GM system. He thinks it may be an Avanti II frame, but it could also be a the frame off a Pontiac Firebird.



## Treasurer Report

(submitted by Shelley Zwicker)

As of 9.30.2025

## Financial Details for Membership Only





## Member Bulletin Board



Congratulations to Doug Parkman for completing his latest project, a 1968 International Scout.



This **work in progress** photograph was taken last year at our summer meeting.



And this year, the finished product.  
Another great job Doug!

And speaking of Doug, his 1955 E-Series truck is the star of a YouTube video. The video was taken at a 2019 car and truck show in the west end of PEI. On the bed of the truck, Doug had his 1930 Graham Paige. At that time the car was in the process of being restored, but it was running, so Doug loaded up the frame and chassis and took it to show.

### Doug's Next Project Car?



Chuck Teuscher writes: Doug was shown four photographs of this Willys-Overland Jeepster, but politely declined the project.

In the end, one Jeepster in the Parkman fleet of vehicles is enough, but if anybody could bring this vehicle back to life it would be Doug.

The Willys-Overland Jeepster was made from 1948 to 1950. The grille was changed for the 1950 model. Only 20,000 Jeepsters were produced. In 1953, Kaiser Motors purchased Willys-Overland and changed the name to Willys Motor Company. After the merger, Kaiser closed its Willow Run, Michigan plant and transfer production to the Willys plant in Toledo, Ohio.





## Member Bulletin Board



### Chuck's Maine Roadside Find

It was a very hot summer afternoon, but I took the time to stop to take this photograph. A 10 minute stop turned out to be an hour long conversation and a drive through the collection of vehicles with my new Studebaker friend. Nothing is for sale, which my wife was relieved to hear, but it was more than made up for with good conversation about Studebakers. Some of the vehicles can be seen on the following page.



### Chuck's Second Roadside Find

Southwest of Keene, New Hampshire I found this R-Series Truck being used as a roadside advertisement. Not in the picture was the "guard dog" barking a warning to not get too close to the Studebaker truck.





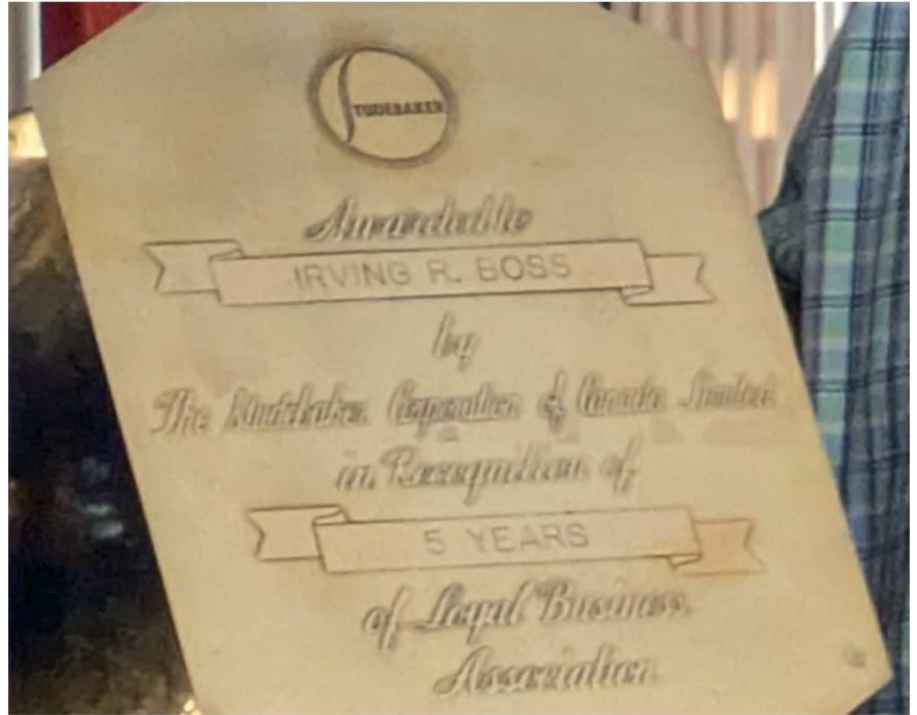
## Member Bulletin Board





## Cumberland County Museum Plaque Presentation Event

Graham Gagne writes, the plaque was given to David Atkinson a former member of the Atlantic Canada Chapter of the Studebaker Drivers Club by the owners of the Brown's Body Shop in Maccan, NS. Dave noticed it resting against a wall and asked about it. The owner offered it to Dave and Dave then gave it to the ACC. The Executive of the ACC decided that it might be better appreciated if it could be given to a museum. The Club contacted the Cumberland County Museum and they were willing to receive the plaque. The plaque was presented to the museum by the President of the ACC on July 26, 2025. Accepting on behalf of the museum was Sean O'Quinn.



### Editor's Note

The plaque mistakenly added a "g" to Irvin. Mr. Boss was also presented with a 20 year and 25 year plaque (see the following article).



ACC President David Killiam



From left to right Ron Kervin Norma Chappell  
Jim Bartley Bobbie Kervin & Brian Chappell

## MACCAN GARAGE - A Successful Small-town Dealer

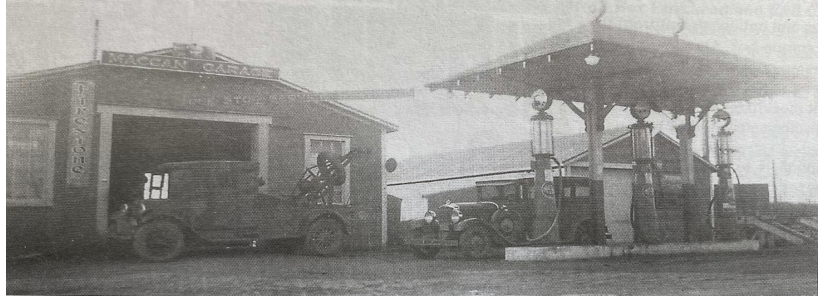
By Bill Jarvis

Maccan is a community of a few hundred people in Cumberland County, Nova Scotia, Canada. It is an agricultural area, near the industrial town of Amherst.

Irvin Boss of Maccan attended the Michigan State Automotive School in Detroit, Michigan, to become a mechanic. After his graduation, he returned home. He and a partner, William Wood, opened a combined garage and blacksmith shop in 1921 with the name "Maccan Garage".

Mr. Boss bought out his partner two years later, and started selling cars. Gray Dort, Star, Hupmobile, Erskine, Paige, Oakland and Pierce-Arrow were among the makes sold.

Maccan Garage's first building was a 30 X 40-foot wooden garage (pictured right). Three tall Imperial Oil gasoline pumps installed under a high wooden canopy in front of the garage dispensed gasoline. Off to one side of the garage, a ramp and platform was built where grease and oil jobs could be performed outdoors. The business also sold farm machinery and car parts.



By 1936, the business had outgrown its premises. A much larger two-storey garage, also wooden, was built directly over the old one. The old garage was then demolished inside the new one. This allowed Maccan garage to take on Packard and Willys franchises in the following year.

Studebaker is the automotive name for which Maccan Garage is best remembered today. This franchise was obtained in 1940. It was a successful business relationship which lasted until Studebaker discontinued automobile production in 1966.

Irvin Boss' son, Gordon, grew up around the business, as often happens in a family enterprise. On one occasion his father travelled to Walkerville, Ontario, to bring home two new Studebakers. Gordon, his two sisters and his mother also went. The return trip was especially memorable for Gordon as his father allowed him to do some of the driving. He was 14 years old at the time.



On June 29, 1947, fire totally destroyed Maccan Garage. The ashes had barely cooled when construction on its replacement started. Just ten days later, the new building (pictured left) was completed and open for business.

Selling Studebakers brought continuing growth and prosperity to Maccan Garage. In 1948, a modern two-storey brick and tile garage (pictured on the top of the Page 14) was built across the highway from the original location.

The wooden garage built after the fire became Maccan Garage's body shop. These two buildings housed the business for the rest of its existence.

Maccan Garage typically sold 40 to 50 new Studebakers per year. On average, the sale of a new car produced a sequence of three or four used-vehicle sales. Maccan Garage sold all the trade-ins they accepted. Taxis and other cars suspected of being used badly or worn out were refused, to protect the reputation of the business.

Gordon Boss says that 1947, 1949 to 1951, and 1959 to 1960 were especially good years for sales of



## MACCAN GARAGE - A Successful Small-town Dealer

By Bill Jarvis

During the last half of World War II, when no new cars were available, the garage depended on the increase in its repair business.

Unlike many Studebaker dealerships in farming areas, Maccan Garage sold few trucks. Those that were sold usually were the larger models. The sporty car models such as Hawk and Avanti also appealed to very few of their customers.

Their principal sales area was all of Cumberland County. There was one other Studebaker dealer in the county, C.E. Sargeant & Son Ltd., of Parrsboro, about 40 km (25 miles) away. The next nearest Studebaker dealers were in Moncton, New Brunswick, 80 km (50 miles) away, and in Truro Nova Scotia, about 115 km (70 miles) away. In spite of the distance, Maccan Garage had a few customers from as far as Moncton, and even from Prince Edward Island.

Gordon Boss became the bookkeeper and office manager, and eventually a full partner with his father, Irvin. Gordon also operated their tow truck. He preferred to leave selling of vehicles to his father and to their salesmen. The business usually had eight to ten employees, with two of these working in the body shop.

Once Maccan Garage became a Studebaker dealer, it was natural that a Studebaker tow truck would rescue customers in distress. Two large Studebaker trucks were used for this purpose. The first was a 1947 six-cylinder M-series equipped with power-takeoff and a home-made crane. A car transmission locked in



*The staff of Maccan Garage are shown at the time Studebaker-Packard of Canada Limited presented a 20-year plaque to Maccan Garage. In the back row, left to right, are Gordon Smith, Ezekiel O'Brien, Alfred St. Peter, Jim St. Peter, Jim Quinn, and Fred Perry. In the front row are Gary Hurley, Ray Smith, Gordon Boss, Irvin Boss, Graham Smith and Russell Brown.*

reverse turned the winch in the correct direction. This truck was replaced by a 1958 E-series, with a V-8 engine. It was geared low enough that its maximum cruising speed was 40 miles per hour.

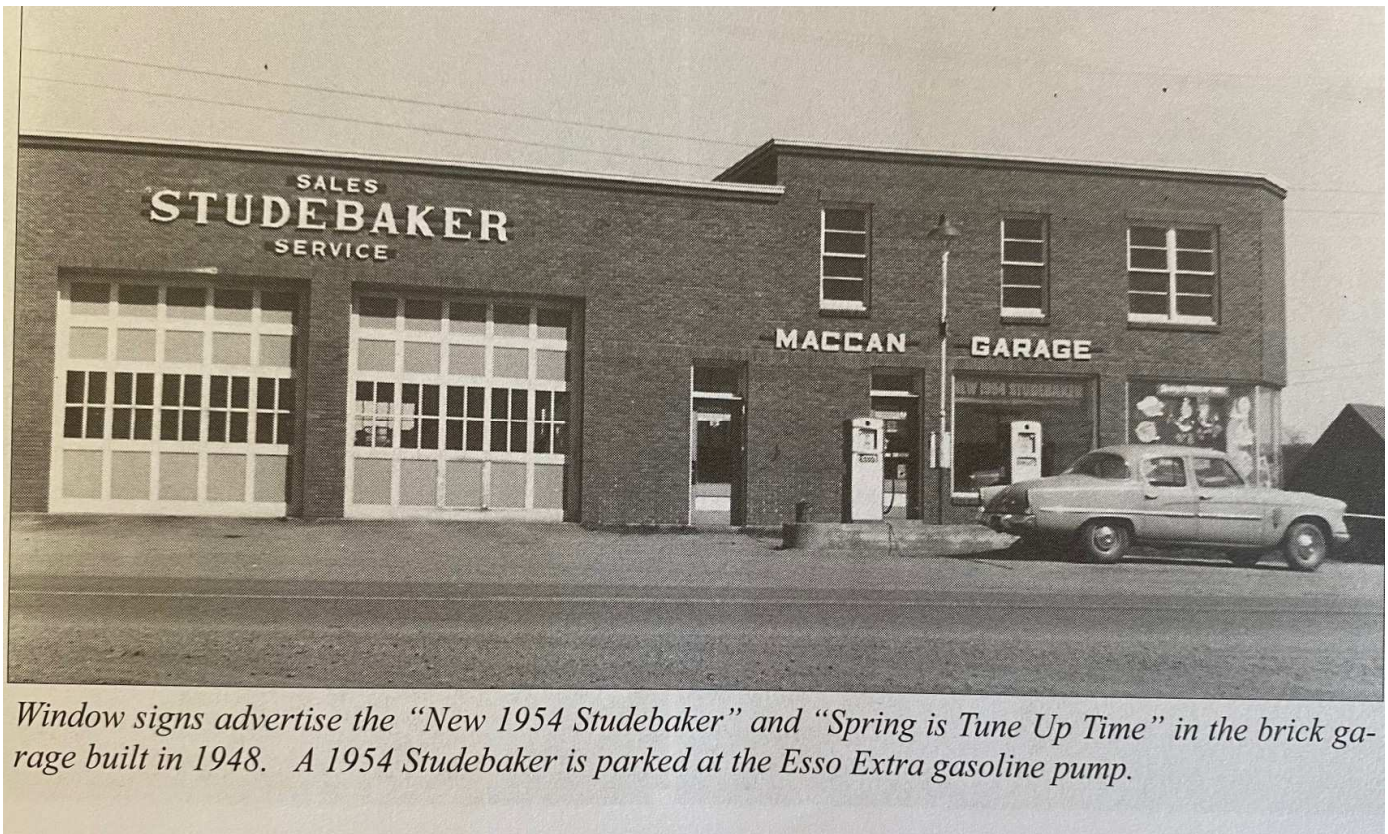
Many of the sales which Maccan Garage made were a result of the reputation they earned over the years for honest dealings and good service. In a rural area, people know each other, and reputation is what builds or kills a business. Maccan Garage had many repeat customers. When one mechanic was discovered to be making unneeded repairs, his employment quickly ended.

The Boss' found Studebaker-Packard of Canada Limited to be good to deal with. Unlike other manufacturers, Studebaker never pressured them to sell cars, nor were unwanted cars forced on them. (In hindsight, if Studebaker had been more aggressive the company probably would have sold many more vehicles.)

Maccan Garage was fortunate to be located beside the Canadian National Railways main line from Montreal, Quebec to Halifax Nova Scotia. New cars were shipped from the Studebaker factory in Hamilton, Ontario, by rail until 1962. Five cars would be shipped in each specially equipped 60-foot-boxcar. These boxcars would be parked on a siding near Maccan Garage. Unloading the vehicles in each took only about 45 minutes. After 1962, tri-level railcars came into use. These had to be unloaded at a railway facility in Moncton, New Brunswick, with the new cars being delivered from there to dealers by truck.

## MACCAN GARAGE - A Successful Small-town Dealer

By Bill Jarvis



*Window signs advertise the "New 1954 Studebaker" and "Spring is Tune Up Time" in the brick garage built in 1948. A 1954 Studebaker is parked at the Esso Extra gasoline pump.*

Often, Studebaker-Packard of Canada would ask Maccan Garage to receive and store new cars which were destined for other dealers.

Maccan Garage kept a good supply of parts on hand for servicing and repairing cars. When parts were required, they were shipped from Studebaker's parts depot in Montreal. They were usually received five to six days after being ordered.

On March 4, 1966, Gordon Boss was listening to the news on radio station CKDH in Amherst. This is how he learned that Studebaker of Canada would no longer be manufacturing cars. ("Packard" had been dropped from the name in 1962.) Dealers had no advance warning. The news was a total surprise to Mr. Boss.

With a successful business to maintain, Mr. Boss responded to the news by calling Studebaker of Canada. How many new cars could he obtain? He was able to buy five or six, at a price of about \$1,500 each. A promise not to sue Studebaker for breach of contract for stopping production was a condition of getting the cars, and of the special price.

Maccan Garage went on to become a successful sub-dealer for the Chrysler-Plymouth dealer in Amherst.

Irvin and Gordon Boss retired in 1974. Maccan Garage sold to Anthony and Nordby Mattatal, who continued the business for several years as Ford and AMC dealers. After its closure, the main garage was demolished in September 1999. The body shop, built in ten days in 1947, is now the only remaining structure which had been occupied by Maccan Garage.

Ivin Boss died in November 1975. Gordon Boss continues to live in Maccan, close to the site of their business.



## MACCAN GARAGE - A Successful Small-town Dealer

By Bill Jarvis



*Irvin Boss (second from left) receives a plaque from Jack Bissett (right) of Studebaker- Packard of Canada Limited while Don Dickie (left) and Gordon Boss look on. The plaque says "Maccan Garage" "In Recognition of Loyal Business Association" "20 Years".*



Pictured left is Gordon Boss shown with the large plaque which Studebaker of Canada Limited presented to Maccan Garage after they had been Studebaker dealers for 25 years. Only a few months later, Studebaker no longer was manufacturing automobiles.

Photograph by Bill Jarvis

Editor's Note:

Gordon Boss died on October 28 2019 at the age of 91. Living his entire life in Maccan, Nova Scotia.



## Classic Car Tires - Everything You Need to Know (Part 1)

By Andrew Ganz - Dakota Chapter of SDC



There's a certain "chef's kiss" feeling when the details on a car are just right. Whether you've spotted them at a show, a local cruise-in, or an online listing, period-style tires on a vintage car look great and they can make a big difference in how an old vehicle drives. Modern tires made specifically for classic cars are even better than the originals.

The terms "modern" and "classic car" may seem incongruous when describing this type of tire, but in reality, they're a perfect descriptor. A modern classic car tire *looks* like what might have been mounted to a car's wheels from the factory when it was new, but they're manufactured with up-to-date rubber compounds and construction designed to last a long time, hold up to major temperature variations, and provide good traction on a variety of surfaces. These are not your typical reproduction parts. Here's what you need to know about this special kind of tire.

### Classic Car Tire Basics: What Makes Them Different?

The wheels on many postwar cars can handle standard passenger car tires, even if their sizing isn't quite the same as what the manufacturer originally specified. For instance, the original tire size on a 1968 BMW 2002 is listed as "165 SR 13" in the owner's manual; if you roll down to your local big-box tire shop with those numbers, they'll probably steer you toward the present-day equivalent, approximately a 185/70R-13 tire. Major retailer Tire Rack offers a few tires in that size, ranging from about \$72 to upward of \$330 per corner. That's a massive price span, and it might seem tempting to buy four of the cheapest for less than one of the most expensive.

The compound and tread on the cheapest tire in this situation is meant for a modern compact car, like a Toyota Corolla, while the big-buck ones have been designed for a vintage car. They're both round and black, but that's about where the similarities end. Compared to today's tires, classic car tires have a uniquely shaped carcass, the industry term for the tire's profile that results in a smaller contact patch with the pavement below. A thinner patch of rubber on the ground isn't a boon for traction, but it does make it easier to turn if the steering system is unassisted. The rounded carcass of a tire meant for a classic car also rolls over differently in hard cornering, which results in handling more akin to what the automaker originally intended.

These tires are also made from modern compounds that are more durable and heat-resistant than what tire manufacturers were able to use in the period. They'll last far longer than the originals, and they'll provide better traction. Manufacturers assemble them to quality standards simply unachievable back when your car was brand new.

Advancements in synthetic polymers, silica, and carbon black over the last several decades have helped make modern tires grippier, less prone to punctures, and more fuel-efficient than the rubber



your classic first wore when it left the factory. Conversely, tire manufacturers face more manufacturing and material-sourcing restrictions today than they did decades ago. Producers have begun to turn to more sustainable ways of producing rubber, an initiative addressing major concerns about the amount of rubber particles in the atmosphere that can be traced to tire dust. Just what goes into a tire's construction is proprietary, a closely guarded secret recipe that no tire manufacturer will fully disclose.

"Using a high-quality, full-silica tread compound, we ensure an ideal blend of heritage styling with modern safety and handling performance," says Patrick Meeley, a representative for Dutch manufacturer Vredestein, which has a wide lineup of classic car tires. "Every aspect of the tread and compound works together seamlessly to achieve this balance." Classic car tires also have a tread pattern that looks period correct.





## Restoration & Repair

By Graham Gagne



### Don's '57 Champion Project

Don has had the Dent Wizard folks in to remove some dents in the roof. They have done a pretty good job and they all should be gone when the car is prepped for painting {pictured below left}.

Unfortunately some nasties appeared beneath the C pillar trim and the rear window trim. Not too serious and Don was able to do the repairs himself. Final finishing will get done when the car is painted (pictured below center and below right).



Don has installed a heater box on the firewall. It is connected to the original windshield outlets for defrost. The original under the seat heater has been removed.



## Restoration & Repair

By Graham Gagne



The headers have been painted in high heat paint and heated to cure them. He has installed the oxygen sensors necessary for the engine computer to work properly (pictured below left).

The gas tank has been sand blasted and will be taken to a rad shop to be pressure tested before it is installed (pictured below right).



That's all for now. It is a big project and it will take time a patience to get it completed. Next he would like to get a new headliner in so that he can get the front and back windows back in place. He is now working with a mechanic who can set up his computer on the car. A number of features will need to be turned off so the engine will work properly in Don's setup.



## Future ACC Events Schedule

The following are incomplete in some cases and will be filled in as details become available in later newsletters.



November 1, 2025 (Saturday)  
ACC EXEC MEETING, By Zoom

Contact: Secretary Ken Z.  
@ ken@atlanticcrash.com if you  
wish to be part of the meeting.

The Executive meetings are open  
to all members.

November 8, 2025 (Sunday)  
ACC Fall Meeting  
IN NS

Contact: Rick Sanderson  
902.719.7202

Location: TBA

January 7, 2026 7:00 PM  
Zoom Presentation  
"Canadian Studebaker Production"  
By Andy Beckman  
Studebaker National Museum

February 21, 2025 (Sunday)  
ACC Annual General Meeting  
IN NB

Contact: Patsy Gosselin  
506.874.9368

Location: TBA



## Studebaker & Other Events



The poster features a vibrant illustration of four classic Studebaker cars (purple, red, green, and blue) parked in front of a large, historic brick building with a clock tower. The text '62<sup>nd</sup> Annual Studebaker Drivers Club INTERNATIONAL MEET' is prominently displayed in the upper right. A circular logo for the Studebaker Drivers Club Inc. is also present. At the bottom, the location 'Waxahachie, TX' and dates 'SEPTEMBER 23 - 26, 2026' are shown, along with the website 'VISITWAXAHACHIE.COM'. A small logo for the North Texas Chapter is in the bottom left corner.

62<sup>nd</sup> Annual  
Studebaker Drivers Club  
**INTERNATIONAL  
MEET**

SINCE 1962  
Studebaker  
DRIVERS CLUB INC.

THE  
Studebaker  
DRIVERS CLUB INC.  
NORTH TEXAS  
CHAPTER

**Waxahachie, TX**  
**SEPTEMBER 23 - 26, 2026**  
VISITWAXAHACHIE.COM



## Studebaker & Other Events

1979 to 2025

Celebrating 46th year

### Cape Breton Antique & Custom Car Club

Schedule of events 2025

(Only Cruise-Ins listed)

## October

- 2 Thursday - Cruise In St. Annes Parking Lot Glace Bay 6:30 pm
- 12 Sunday - Last Cruise-In for 2025 Mayflower Mall 1 pm (Picnic)



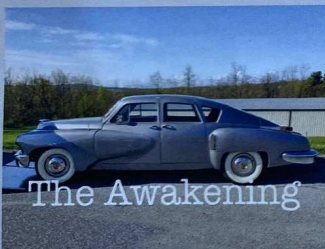
AT HERSHEY

717.566.7100

[www.ATEXPA.org](http://www.ATEXPA.org)

### 'The Awakening: The Return of Tucker 1022'

— Wednesday, October 8th



#### Register to attend

Museum on-site participation:

- Suggested \$10 donation
- TAPS members FREE

Online participation is FREE

The Tucker '48 1022 returns home to the Museum's Cammack Tucker Gallery this fall. Since the late 1980s, the car has not been drivable. Thanks to the support of the Cammack family and a year-long effort by Nostalgic Motoring, the car returns to the Museum fully-operational and in exquisite condition.

On Wednesday, October 8th, at 7 p.m. we're hosting a "Museum Live" online and on-site presentation taking an in-depth look at the process to restore and awaken the vehicle. Tucker Automotive Preservation Society (TAPS) members Mark Lieberman and Mike Tucker lead the conversation from the Museum.

The event takes place at the Museum during the Hershey Region AACA Eastern Fall Meet. The Museum will be open 6:30-9:00 p.m. to welcome visitors. Conditions permitting, guests will enjoy seeing the car driving on the Museum campus. Light refreshments served. Register now: [www.ATEXPA.org/tucker-1022/](http://www.ATEXPA.org/tucker-1022/)

## ACC Member Store

### ACC Club Jackets:

The club jackets are now Technolite AC88083 and the colour is royal blue with two inside and the usual outside pockets. It is a spring/fall jacket, with a full light lining. It has a zipper front closure, and a drawstring around the bottom.

The jackets have our Chapter logo, and the member's name on the front. The large Studebaker script is on the back. Sizes available are from S to XXXL.

The price per jacket is \$80.50. As the embroidery work is done in Moncton, there's no extra charge for shipping unless I have to ship the jacket to you. Whenever possible, I will be placing orders in multiples of four.

If you have any questions, please feel free to send me an e-mail at [doublej@nbnet.nb.ca](mailto:doublej@nbnet.nb.ca), or phone 506.855.6660.



### ACC Club Polo Shirts

These are well made shirts of nice material and are comfortable to wear.

#### Men's #85016

60/40 cotton/polyester pique polo, with pocket. It has a three button placket. Has matching flat knit collar and cuffs. (\$39.10)

**Size:** S - M - L - XL - XXL - 3X - 4X - 5X

**Colour:** The preferred colour is navy blue but the following colours are also available: red, sand, royal blue, black, white, burgundy, athletic gray, forest green (are you willing to take Navy Blue if your colour choice is not available?)

#### Ladies #75051

53/47 combed cotton/polyester pique polo, without pocket. It has a one-button feminine placket, matching flat knit collar, and hemmed sleeves. (\$41.40)

**Size:** XS - S - M - L - XL - XXL - 3X

**Colour:** The preferred colour is navy blue but the following colours are also available: augusta green, white, black, sand dune, crimson, lake blue (are you willing to take Navy Blue if your colour choice is not available?)



Using the information above forward your order indicating ladies or men's and quantity of each. Then for each indicate size, colour, and if you are willing to take Navy Blue if your colour choice is not available. There is no charge for shipping when these are picked up at a Chapter meeting, or directly from Bill Jarvis. If sent to you by mail, postage is charged at actual cost. Forward your orders with a cheque made out to the Atlantic Canada Chapter of SDC to:  
Bill Jarvis 125 Maple St., Moncton NB E1C 6A5

### ACC Name Tags



Metal name tags are now available. They come with either a pin or magnetic clip - magnetic clips should not be worn by anyone who has a pace maker. The cost is \$17.95 plus tax for the clip model and \$19.95 plus tax for the magnetic model. The tags are in colour: gold background, our regular

colour logo and name in black text. To place orders or if you have any further questions please contact Jerry Germon at 506.856.7880 or [jfgermon@rogers.com](mailto:jfgermon@rogers.com)

### ACC Patches, Pins & Decals



A.



B.



C.

A. Patches: 3-1/2", \$8

B. Decals: 3", \$5.00

C. 20th Anniversary Pins : 1-1/4", \$5

Electronic Photo Library of all the early ACC club prints on a thumb drive: \$10

Contact Graham Gagné at [kg.works@xplornet.ca](mailto:kg.works@xplornet.ca) or



## Atlantic Canada Chapter Classifieds

If you have a car or items of a Stude nature for sale or wanted, call Chuck Teuscher at 518.895.2904, or email to [cteuscher@nycap.rr.com](mailto:cteuscher@nycap.rr.com). Items will be listed for three issues of the Newsletter and circulated to other Chapter Newsletters across Canada and in the Northeast Zone. Please notify me when items are sold. ***NEW or CHANGED ADS APPEAR IN ITALIC PRINT.***

### Cars for Sale

'Flock: '60 Studebaker 4dr, 6 auto, complete except front fenders and radiator \$300; '67 Pontiac Catalina 4dr, V-8, complete except engine heads parts car \$200; '51 Buick Dynaflo no drive train, parts car \$200; '77 Austin Marina 4dr, 4 cyl auto low mileage, great parts car or could be restored \$500. Also have 2 Nissan Micra's from the 90's, 91 Mazda B2600 4X4, 1 Concord, 81 AMC Spirit, '94 Chev 1/2 ton V-6 4X4 Contact me before the crusher takes them.  
**Roy Germon (902-565-5105 or [rgermon@auracom.com](mailto:rgermon@auracom.com))**

### Parts

Head and manifold gasket sets for  
**1955 to 1964 Studebaker V-8s, \$40**  
**1963 Avanti R-engine set of 8 dished pistons, .040 over**  
Contact Bill Snowdon  
415 Route 935, Wood Point NB E4L2J9  
Home (506) 364-7356  
Cell (506) 536-2993 ; [wesnowdon@eastlink.ca](mailto:wesnowdon@eastlink.ca)

### Wanted

**1963-'64 Avanti in 'turn key' condition with no work needed.**  
**Contact Alain Grondin at [ral67@hotmail.com](mailto:ral67@hotmail.com).**

Parts for a 1956 Studebaker Transtar 2 E Truck: Left and Right Hand Cab Doors for a 2R - 3R and E- 2E doors from a 1949 to a 1956 truck will fit, part # 653100 Right Hand Door # 653101 Left Hand Door. If you have or know someone who has one or both of these doors please call home phone number 506 382 4536, or cell at 506 545 5450.

### Other

Turning Wheels issues available for free or cost of shipping. 1978 to 2024 available. A few issues might be missing, but not many. Good reading and good information. The older ones are especially interesting.  
Contact Graham at [kg.works@xplornet.ca](mailto:kg.works@xplornet.ca) or 902-758-1210.

6-volt batteries are kept in stock at Battery House, 1400 Mountain Road, Moncton. The current price is about \$149.00

## Atlantic Canada Chapter Classifieds

### Remains of KgWorks inventory.

Brake Drum	Front, 10"	NOS ?	\$40
Bumper	1539589	'56-'57 Hawk, front. Likely fits other coupes	\$20
Bumper	May be coupe front		\$20
Bumper	1560772	'66 front, likely also fits '65 & '66	\$20
Bumper	1541585	'57 front (small section cut out of the top	\$20
Bumper	1541655	'57 rear bumper, may fit '56 and '58	\$20
Dash	GT Hawk	Used	\$20
Engine	From GT Hawk, 289 V8 complete	Needs complete rebuild	\$40
Fender, rear	From '56 GH should fit all coupes	Left and right – sold as a pair. Used needing some repair	\$40
Gas door, rear fender	All '53-'64 coupes		\$20
OHV cylinder head	Not tested		\$20
OHV engine	Not seized	Compete with bell housing	\$40
Rear springs	Used from '66 Commander	Good used	\$20
Rims 15"X6.5"	Chrysler replacements for	Set of four, new	\$80
Rocker arm bolts	6 cylinder valve cover-	Two good used, each	\$5
Starter Snout - long	1540778	All 1956-59 Champion powered cars; Some 1960 6-cyl cars	\$20
Ashtray & escutcheon	For back of fixed front bench seat – rectangular	From '66 model but will likely fit '64 and '65 models as well. Maybe earlier Larks as well. Used, but as new.	\$40
Transmission	Automatic	V8, air cooled, white tag – likely WGDIV AS6-5P	\$40
Transmission	Automatic	6 cylinder engines	\$40
Transmission	Standard Overdrive T96	Short tail shaft	\$40
Transmission	Standard Overdrive, T96	Long tail shaft	\$40
Transmission	Standard T96	Long tail shaft, narrow mounts	\$40
Transmission	Standard T96 G10	Long tail shaft, wide mounts	\$40
Transmission	Automatic	Removed from '61 Lark 6 cylinder engines	\$40
Transmission	Automatic	289 V8, air cooled, model asp2-5p	\$40
Crankshaft	Casting # 1556444	289 1955-64 (3 5/8" Stroke), 304 1963-64 (3 5/8" Stroke). Will need to be polished or maybe reground. Add \$20 if item is shipped.	\$40
Crankshaft	Casting # 523774	226 6 cyl 1947-53. Will need to be polished or maybe reground. Add \$20 if item is shipped.	\$40



## Atlantic Canada Chapter Classifieds



**1951 Commander Starlight coupe.** Original engine replaced by a 259 V8. 3 speed standard with OD. Burgundy exterior with grey interior. Appraised at \$35,000 but comes with a lot of spare parts. Interior and exterior all in very good shape. Asking \$40,000 or a reasonable offer. Contact Dave at [kdaveatkinson369@gmail.com](mailto:kdaveatkinson369@gmail.com)

Except for surface rust, this 2R5 box is in really good condition, including the tailgate. (The rear end of a truck was made into a utility trailer.) The owner wishes to sell it ASAP.

Anyone interested should contact Ron Kervin at (506) 381-5693. He is in contact with the owner.





## Cross Canada & Zone Classifieds



This classic car runs very well. 3-on-the-tree with O/D. 352 Packard Engine. Been in the same family since 1996. 5 New (including spare) Nexen 2.5" whitewalls w/beauty rings. Plenty of extra parts including extra hubcabs, all original shop manuals, vintage magazines and plenty more. Located in BC, Canada. Much more info & documents upon request. Call Jason Hevesy 250-864-4423

**Price:** \$19,800 USD

**Studebaker Packard Post  
Coastal BC Chapter  
(May 2025)**

4 Sale-1957 Silver Hawk. \$25000 OBO  
(Wasaga Beach, ON), has a 289 super-charged  
engine, 3 speed transmission on the floor.  
Call Wally 1-905-252-1480





## Cross Canada & Zone Classifieds



**VISTA**

**Vancouver Island Chapter**

1940 President 6C-W3 4 door cruising sedan featured on the inside back cover of March 2020 Turning Wheels. 250.4 CI Straight Eight with 3 speed column shift and overdrive. New 6.50x16 Coker radial tires and tubes. Completely rewired. Radio, clock, cigarette lighter, 2 speed wipers. Everything is in good working order. Numerous repairs, too many to mention. Asking \$21,500 Canadian OBO. Please phone 1-250-791-5505 or email [chuck.e.douglas@gmail.com](mailto:chuck.e.douglas@gmail.com).

**4 Sale-1951 Champion V8 \$8000 (Hamilton, ON) Manual transmission  
Call Memory Motors at 905 537 3673.**



**Studebaker Packard Post  
Coastal BC Chapter  
(February 2025)**

4 Sale-1954 Champion  
\$15,000 (Sarnia, On) Rust  
free rolling chassis, Ford 9  
inch, 4 speed, LS 3, 4 wheel  
disc, custom front end, power  
rack, tilt. Car is a project  
with the hard work done.  
Call Dan 519-542-5080



## Cross Canada & Zone Classifieds

### 1952 Studebaker Champion Starliner Hardtop

Nocturne Blue roof over  
Maui Blue Body.

Museum quality throughout  
and underneath.

6 Cylinder , 85 Hp engine  
3 speed transmission with  
overdrive

Original upholstery through-  
out

Radio, Clock, Cigar lighter,  
Reverse lights, Exterior  
chrome mirrors, Stainless  
steel Gas Door Guard,  
Stainless steel Gravel  
Guards,

Fender skirts, Chrome  
Exhaust deflector, Custom  
Wheel covers,

Whitewall tires.

New carpet, new fuel pump, new carburetor, new battery, new muffler.

Originally built in South Bend by Studebaker company to mark their 100 year anniversary of producing transportation. (1852-1952)

Featured in *Turning Wheels* magazine Feb 2014

Great value at \$25,000. CA. For more detail and photos, please contact Peter Nickoli, Vernon BC, 250-307-8901, email: [pcnickoli@shaw.ca](mailto:pcnickoli@shaw.ca), or see on Facebook Marketplace search "1952 cars for sale" and filter "Sicamous, British Columbia".



## Cross Canada & Zone Classifieds

### 1952 Studebaker Champion Deluxe Starlight Coupe

Velvet Black Paint

6 Cylinder 85 Hp Engine

3 Speed Transmission w/Overdrive

Excellent Condition Original Car

Owned by same family since new.

Has been on longterm static display, yet is in good driving condition.

**New:**

- Floor Mats,
- Kick Panels,
- Visors,
- Package Shelf,
- Battery (6volt),
- Coil,
- Brakes,
- Master Cylinder,
- Brake Lines,
- Wheel Bearings,
- Lights.

Factory accessories include: Radio, Clock, Cigar Lighter, Tissue Dispenser,

Crystal Red Tenite Deluxe 100 Year anniversary edition Steering Wheel and Horn Ring.

Has retractable Reel Radio Antenna, Fender Top Ornaments,

Dual Exterior Chrome Mirrors,

Headlight Shields,

Climatizer Vent Ornaments,

Backup lights (reverse lights),

Stainless steel gas door guard,

Stainless steel Gravel Guards,

Fender Skirts,

Chrome Exhaust Deflector,

Custom Wheel Covers,

Radial Whitewall Tires.

The history is included in an article in *Turning Wheels* magazine Feb 2014

Great value, asking \$25,000. CA. For more detail and photos, please contact Peter Nickoli, Vernon BC, 250-307-8901, email: [pnickoli@shaw.ca](mailto:pnickoli@shaw.ca), or see on Facebook Marketplace search "1952 cars for sale" and filter "Sicamous, British Columbia".







## Studebaker Drivers Club Atlantic Canada Chapter

### Membership in Canada:

- ☐ Singles over 18, couples and families incl Children under 18 ..... \$25.00
- ☐ Between 12 and 18 who wish to have their own membership ..... \$5.00

### Membership in US and Overseas:

The bi-monthly newsletter will only be sent via email.

To join the ACC complete the application, send with cheque or money order in Canadian funds (made out to the Atlantic Canada Chapter/SDC) to:

Karen Jarvis, Acting Membership Secretary ACC

125 Maple St., Moncton NB E1C 6A5, home telephone (506) 855-6660; cell is (506) 863-9984

For Canadian members only, dues can also be paid by etransfer to: ([atlanticchapter.sdc@gmail.com](mailto:atlanticchapter.sdc@gmail.com))

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Street \_\_\_\_\_ City \_\_\_\_\_

Prov \_\_\_\_\_ Postal Code \_\_\_\_\_

Phone \_\_\_\_\_ Cell \_\_\_\_\_

Email \_\_\_\_\_

### Membership renewals are due January 1st each year

#### Studebaker & Other Collector Cars

Please list your Studebakers and other collector cars on a separate sheet and send it in with your application. For each car list year, model, body style and condition code (S for show, D for Driver, R for restorable or P for parts car)

The SDC Charter states that each member of the Atlantic Canada Chapter must belong to the International Club. The lower part of this page can be completed, detached and used for that purpose.

Membership Application																																																																																																																													
Memberships are for 1 year and include 12 issues of <b>Turning Wheels®</b> . You can now join/renew for up to 5 years.																																																																																																																													
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To join SDC, complete the application, send with check or money order in US funds to:

**The Studebaker Drivers Club, Inc.**  
**P.O. Box 1715, Maple Grove MN 55311-6715**  
 Or use VISA or Master Card, call 763-420-7829,  
 or  
**Fax 763-420-7849 or Email: [sdc@cornerstonereg.com](mailto:sdc@cornerstonereg.com)** for information. Or visit:  
[www.studebakerdriversclub.com](http://www.studebakerdriversclub.com)  
 Call or write with change of address.

• **DO NOT** send ads with your membership;  
 • **ALL** members of local SDC chapters must also be national SDC members.

Name (first) \_\_\_\_\_ (last) \_\_\_\_\_  
 Spouse \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Phone \_\_\_\_\_ Birth date: \_\_\_\_\_  
 E-mail: \_\_\_\_\_

<input type="checkbox"/> VISA	Card # _____
<input type="checkbox"/> MasterCard	Expiration _____
<input type="checkbox"/> Discover	Signature _____

If new member, source of referral: \_\_\_\_\_  
 If renewal, month due: \_\_\_\_\_  
 Member # \_\_\_\_\_

• Please list your Studebakers, including year, model, body style, serial numbers, on a separate page.