

THE NOR'EASTER

Bulletin of the New England Region – Classic Car Club of America

Director's Message

The NER CCA 2013 season is winding down. The weather has changed and most of us are putting our Classics in the garage for a long winter's nap. It seems like only yesterday, that many of us enjoyed the Fall tour, and yet winter is fast approaching.

The Board of Directors is working on events for 2014, and we think it will be another really good year of interesting events and good fellowship.

We are really excited about having a really different Spring Tech session , a possible late Winter get together and a very special Annual Meeting to celebrate our 60th year as a region. Stay tuned , the best is yet to come.

Jack



Editor's Note:

The year in review. 4 Newsletters, 4 Magazines, 16 trips to the printers, 16 trips to the postage office, 5000 stamps, 2000 labels, 1000 envelopes, and lots of emails, phone calls and correspondence equaled a Fantastic First Year! Can't wait to see what's in store for 2014. Keep the articles and information coming.

Heidi Ann Charlton

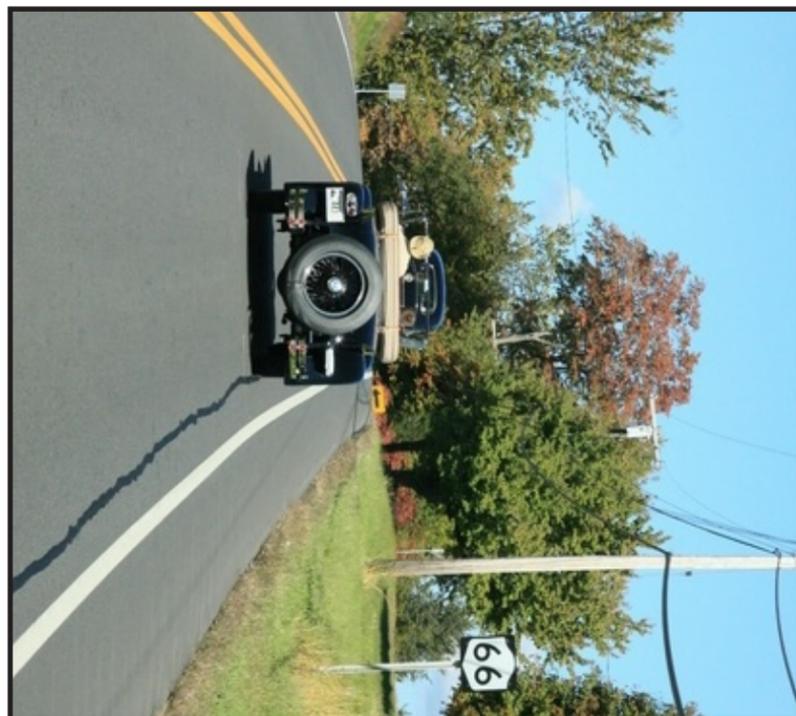


Tour line up



Heidi Ann Charlton – Editor

228 Christian Ridge Road * South Paris, ME 04281



Chris DeMarey and Frank Wemple, in Frank's 1928 Packard Model 443 on RT. 66

Berkshires Fall Tour Recap

Sunday, September 29
By Frank Wemple

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In June of 2012 the Packard Club held a four day tour centered in Stockbridge, Massachusetts, at the Red Lion Inn. The tour was a huge success and both the Red Lion Inn and the tour agenda were highly popular. Sometime after this event, Garth Story suggested that the New England Region might like to participate in a similar tour also headquartered at the Red Lion Inn. Garth said that there is so much to see and do in that area that he could put on a three day tour without repeating a single thing from the Packard Club Tour. We also decided to invite the North Atlantic Packards region of the

The charming Red Lion Inn, our headquarters for the tour. Paul Tesone photo.



Packard Club to join us as this would be a great opportunity for people in both groups to make new friends. After months of planning, the time was suddenly here. Sunday was arrival day with a get acquainted supper at Garth and Karen Story's house which is only a short three mile drive from the Red Lion. There was plenty of room for parking on the lawn and late that afternoon a magnificent array of fine old automobiles began to assemble. Wine and snacks were available and soon we were all renewing old acquaintances and making new ones. Many stories, both real and imagined, were

exchanged. Garth gave us all an introduction to what we would do over the next three days and tour packets were distributed.

It has often been said that an army travels on its stomach, but that term actually belongs to car club people. Garth and Karen realize this very well and they laid out a spread of culinary delights that were not only irresistible but also plentiful. There was homemade macaroni and cheese, chili, meatballs and salad to name a few. We even had room after all that for some of Karen's wonderful apple pie! All too quickly the opening event drew to a close and we made our way back to the Red Lion where more camaraderie was enjoyed in the parking lot and the bar before retiring to get ready for a full day on Monday



Tour participants and cars arrive at Garth and Karen Story's for a delicious supper Sunday evening.
Garth Story photo.

NER CLASSIFIED ADS

For Sale: 1924 1st Series Packard Eight Chassis with motor \$8,250.00 Packard Gauge Faces, 8 & 12 Cyl. 1928-39 Acorn Nuts for Cylinder Head * & 12's- call 207-743-5001

New England Region Club Project CCCA-DVD of early Sky Top, Buck Hill Falls and two CARvans. \$25.00

Email: Garthdtory@Gmail.com

Packard Items For Sale

For Sale: NOS 1932 Std. 8 manifold gasket set. 1928 - 1932 clocks. 1933 & 1934 Twelve carburetor. 1928 wire wheels & trunk rack. 1929 - 1932 Northeast distributors, caps, rotors & points. 1932 Eight speedometer, tail light lenses, disc wheel hub caps. 1937 Twelve NORS distributor cap, distributor, generator, starter drive, master cylinder, NORS accelerator pedal, tail light lens, dash panels, instruments, clock. Stromberg SF-3 carburetor, good replacement for 320 c.i. eight. 1928 & 1934 prestige color catalogs.

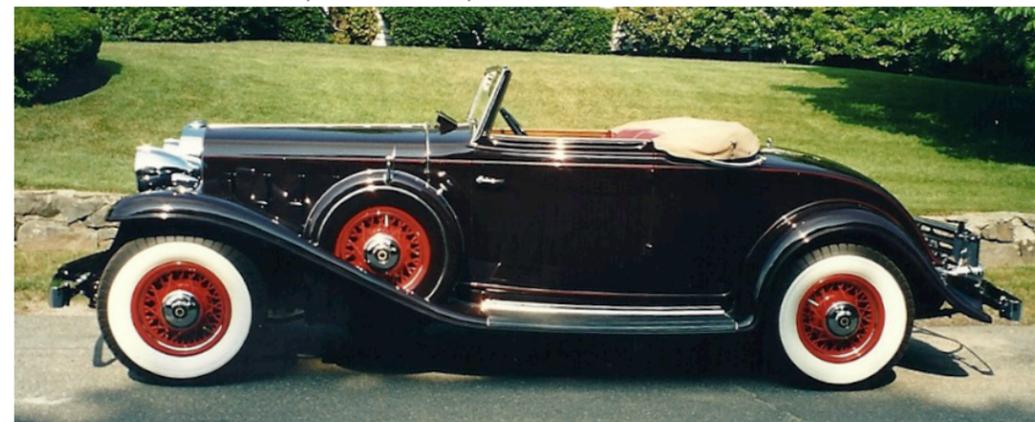
Email ClassicPkd@aol.com (preferred)

Phone: 860-423-0130 for descriptions and prices.

Address: Frank Wemple, 223 Puddin Lane, Mansfield Center, CT 06250.

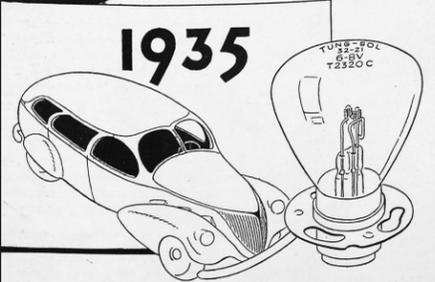
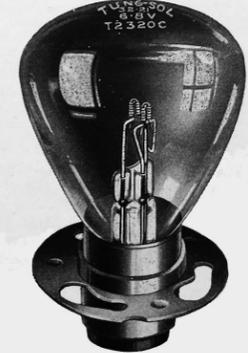
For Sale: 1932 Cadillac 2d convertible 355B, V8. 4000 miles since body off restoration. 1st in class Pebble Beach 1987, AACA National First, CCCA Premier, Cadillac GN Senior Wreath July 2013, Quincy, MA. Due to premature piston failure, engine was rebuilt 1000 miles ago. Complete report available. Cover car "Special Interest Autos", December 1988 issue including 8 page article(available on internet). New tires & tubes 2000 miles ago. Has auxiliary trunk, working vacuum clutch, transmission lock and correct working heater. Mechanically excellent. \$115,000. Contact me via **Email:** mailto:jack56c@msn.com for pictures and other info. Fred Jackson,

Phone: 781-631-4298 before 9PM, Marblehead, MA.



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Monday, September 30

By Diane Elmendorf

After a delicious breakfast of French toast at the Elm Street Market Jon and I took our 1932 Packard Coupe and lined up with all the other lovely cars along Route 102. The day was gorgeous. We had a beautiful drive to Michael Krieger's collection in Stephentown, NY. The cars in his collection are original or restored. He has five very nice Pierce Arrows. He also has a memorabilia collection. After we toured his collection he gave a talk about how he started collecting classics, antiques and memorabilia. It was very interesting.

After we left Michael's we went a mile up the road to Dan's Diner for lunch. The owner, Dan Rundell, worked for twelve years to restore the diner to its former glory. He built a large barn on his property to facilitate the restoration process. The barn now houses his extensive diner memorabilia collection. I have never seen so many shake

machines or coffee makers. Dan's attention to detail in his diner is evident in the curved oak ceiling and subway tile floor. The food was good. I think we overwhelmed poor Dan and his staff! I don't think he realized how hungry people get while touring!

After lunch we continued on through more beautiful countryside to the Museum of Firefighting in Hudson, NY. We had a guided tour of the museum. The place is huge. It has an extensive collection of equipment and gear going back all the way to leather buckets and hand pulled water carts. I lost count of the number of beautifully restored fire trucks they have. We could have spent the whole day there.

On the way back to the Red Lion Inn we stopped at Hilltop Orchards. There we could do a wine tasting, pick apples or buy apples (if you were not up to picking them yourself). You could

also buy honey, meat, cider, cider donuts or hard cider.

After a great day touring it was nice to get back to our room at the Inn. Not much time to rest though, because we were off to dinner in the Hitchcock Room at the Red Lion. We had a great buffet dinner made even more special because the dinner was hosted by Bette Gollrad, in memory of Bob Stark, her longtime partner and friend. Bette and Bob were long time Classic Car Club members. Bob passed away last year at the age of 96. He and Bette loved touring. Bob was signed up for two tours when he passed away. They were always ready to greet new people and make new friends. They were happy, friendly and outgoing. Bette, we were sorry you were not there to see all the smiling faces as we remembered you and Bob. I hope all the love and affection that was felt that night went directly to you. Thank you.



A few of the cars lined up at Michael Krieger's collection in Spencertown, New York. David Robinson photo.



Dan's staff hustle to make our lunches to order. Jon Elmendorf photo.



Garth Story shows the tour route to Frank Wemple and Chris DeMarey. Eric Robinson photo.

Tuesday, October 1

By Eric Robinson

On a picture-perfect October day, about 10 cars headed out to cruise the Berkshire byways. The foliage wasn't quite at peak, but was certainly spectacular as we wound our way through small towns and farmland. We experienced the famous hairpin turn on the Mohawk Trail (which led to a little vapor lock for a couple of our older vehicles) and faced a seriously long and steep downhill road.

Garth Story, our host, had warned all the drivers about being sure to approach this hill in low gear, a warning that was well-founded; it certainly was an experience to remember. Unfortunately, one poor member lost his brakes. Thankfully, passenger and driver were unhurt, although plenty shaken, but the car suffered a certain amount of trauma as the guard rail had to serve as a stopping device.

The reason for driving this road soon became clear – it was the only approach to the famous Hoosac railroad tunnel, built in 1877. Garth explained that the 5-mile long tunnel had been constructed at the cost of 200 men's lives, as the explosive in use (nitroglycerine – dynamite had not yet been invented) was extremely unstable. The tunnel is still in use today, and as we approached its mouth, we felt a rush of cool air. We (the Robinsons) were quick to make note that this is one of the reasons we live in an earth-sheltered house – aah!

Moving along, we continued through western Massachusetts and into southern Vermont, passing dams and rural cemeteries along the way.

Eventually we landed in Shelburne Falls, Massachusetts. It is a lovely town with a Main Street still occupied by small businesses. It is also home to the famed Bridge of Flowers, which even in October had plenty of blooms left to see. A short walk down to the Deerfield River brought us to Salmon Falls, the site of numerous glacial potholes and a fishing treaty between the Penobscots and Mohawks dating back to the early 1700s.

On our own driving back to Stockbridge, we continued to enjoy the beautiful fall day, but were also thankful once the cars were all back at the barn. It was an unusually long driving tour for some of us (and our cars), but well worth the effort. Thanks to Garth and Karen for their hard work in planning and hosting this event.



The Hoosac railroad tunnel

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Berkshire Bound

By Christopher DeMarey

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Ok, I love going to these classic car events but why do we always have to wake up before the sun comes up? This time we got up at 5:00 a.m and we were bound for the Berkshires! We were going to meet up with the CCCA clan at the Red Lion Inn. We knew we were in for a treat as soon as we arrived. We saw beautiful Packards; Peirce Arrows; Rolls Royces and even Lincolns, all headed to the Fire Fighting Museum. Before we all left, all the cars lined up on the side of the road to get ready. It was pretty funny to watch all of the ordinary cars slow down to look at them longer! Then out of nowhere a '28 Packard drove by! More like

rolled by! It was so quiet! This beautiful black beast was owned by my friend Frank Wemple. It turns out I got to know this car a lot better because I rode shotgun for the entire day! On our way to the fire fighting museum we stopped at Mike Krieger's antique car collection. Let me tell you those cars were packed in there like the game rush hour (but with cooler and more life-sized cars)! There were some very nice cars in that building! After ten minutes on the road, we grabbed a bite to eat at Dan's Diner. This diner was also pretty interesting. It was originally built in the '20s but had been restored by the current owner since then. It took 12 years to finish restoring it! I had delicious fried

chicken and fries. When I finished my meal we were allowed to walk to his garage. He had a couple of nice cars, like a '29 Chevy cabriolet, that I thought was a model A! After our lunch outing we were headed to the fire fighting museum. What a great place that was! We noticed it had pumps, trucks, suits and anything else you could imagine being related to fire fighting as soon as we walked in. That was a fun museum and we even ended up getting a tour.

Then we headed back to the inn, on route 66 mind you! It was fun to share stories with Frank the whole way home. It made the hour and half seem like 15 minutes. I did not want the trip to end but sadly it did. We said our good-byes and my father and I headed home. This was one of my favorite trips with the CCCA



Chris DeMarey and Frank Wemple in 1928 Packard

Wednesday, October 2, 2013

By Paul and Eileen Tesone

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Although I have attended many car shows since getting involved in the hobby, this was my first experience with a driving tour. As nice as I may think my cars may be, I have always been humbled after seeing other cars at those events. This tour was no different. The time, effort and care that went into restoring and maintaining the cars on our tour is simply remarkable. Those Rolls Royces, Packards and a Bentley, many of which are over seventy years old, not only looked impressive, but were able to function confidently right along side modern vehicles.

As our caravan gathered in front of the Red Lion Inn for the third and last leg of our tour, we were greeted with yet another day of unseasonably warm, fabulous weather - perhaps the best of the three days. Our leaders and tour directors, Garth and Karen Story, guided us over gently rolling hills as we headed south to our final destination, an air museum at Bradley Field in Hartford, CT.

Along the way, we passed glimmering lakes, farms with old barns and fieldstone walls, and spire-capped white village churches; all the while being surrounded by a mixture of bright orange, gold and cranberry colored trees. These are the very scenes that attract so many visitors to the Berkshires and New England this time of year. I think that many of us who live here in New England are guilty of



New England Air Museum
Windsor Locks, Connecticut

overlooking just how special this part of the country is. Sometimes it takes a slow paced tour such as ours to remind me of the rich history and beautiful scenery that I often forget to appreciate.

Upon arrival in Hartford, we proceeded to the New England Air Museum which is located adjacent to Bradley International Airport. Here we found a hidden jewel of a museum, much like the Firefighter's Museum we had visited two days earlier. Its significant number of exhibits included a World War I, 1917 Fokker DR1 Triplane replica made famous by exploits of Baron Von Richthofen AKA as "The Red Baron", a P47 Thunderbolt, an F14 Tomcat, and perhaps the most significant exhibit - a restored B29 bomber. It was a B29, the Enola Gay, that dropped the atomic bomb on Hiroshima that ultimately brought an end to World War II. Our museum guide

was one of the most knowledgeable and informative guides I have ever encountered. I would strongly recommend that anyone with even a remote interest in airplanes or aviation history make a visit to this exceptional museum.

I would be remiss if, when mentioning quality guides, I did not give Garth and Karen recognition for what was clearly an extraordinary effort on their part to organize this tour. Without them, navigation to the various sites of interest would never have happened. Thank you both! And a special thanks to Karen for the apple pie.

What a tour - classic cars, great weather, spectacular scenery, educational points of interest and a wonderful group of people. Who could ask for more? I look forward to another tour.

New England Region 2014 Activities

**February 16 - Tour of the Rare Precious Metals
car collection in Allston, Mass.**

**May 18 - Technical Seminar at the Heritage Plantation
in Sandwich, Mass.**

**June 22-24 - Joint tour with North Atlantic Packards
in New Hampshire.**

**Special Regional 60th Anniversary Annual Meeting
in late October or early November.**



2013 Fall Tour Participants

Jon and Charlene Abrahamson
Angelo and Florence Amara
Jeff and Chris DeMarey (Tues. only)
Jon and Diane Elmendorf
Doug and Judy Fernandez
Chuck and Janet Flinchbaugh
George and Pat Gagnon
Kendall and June Gibbs
Fred Jackson
Marshall and Jean Lamenzo (Wed. only)
Dick and Florence Moushegian
Frank and Evelyn Mulderry
Jim and Margie Murphy

John and Kim Parker
Charlie Pingree and Nancy Parker
Bill and Nancy Raithe
Scott and Ruth Raswyck
Dave and Eric Robinson
Ernie Smith
Garth and Karen Story
Paul and Eileen Tesone
Tom and Donna Vagnini
Charlie Wallace and Kay Flynn
Jack Welch
Frank Wemple



Ahrens-Fox Firetruck
showing in Museum of
Firefighting in Hudson,
New York.