

THE NOR'EASTER

Newsletter of the New England Region - Classic Car Club of America

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Heidi Ann Charlton, Editor

228 Christian Ridge Road • South Paris, ME, 04281
Heidi Ann Charlton - Editor



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Director's Message

The driving season is upon us. The NER CCCA had its first event of 2013 at Bill Ruger's Mill in Newport, NH. We held our Tech Seminar there, and we had a great turnout of NER members and guests. It was good to see that our region is alive and well. The Board is working hard to come up with events that members can easily attend and enjoy.

We decided to pursue running a New England Caravan in 2016 at our last Board meeting. There is a lot of excitement about another Caravan in New England. It will provide our Region an opportunity to share some beautiful New England sights and sounds and have a few "downeast lobstah" dinners along the way.

In the last publication you received information on a day tour that will be held June 16, 2013 and hosted by George Ralph and Mary Kate Holman. We have included information in this newsletter on how to get signed up.

It seems that almost every weekend there is a swap meet or car show that we have the opportunity to attend and it reminded me of the show that I run for my Rotary Club every fall. Long time NER member Bill Pappas and I run a Judging School just prior to the show because we use student judges to do all the judging. We use his 1941 Cadillac and my 1940 Buick as the judging subjects. The students are always continually blown away by those Classics and this is in a field of hot rods and exotic sports cars, as well as non-classic antiques. I believe that the Classic Era automobiles are the finest there ever were, and Classic cars are like Classical music, they will endure forever, if people are exposed to them. The market may reflect a demand for muscle cars, but the star of the show will always be the Classics.

I am looking forward to seeing you down the road.

Jack

Editor's Letter:

We are well into the spring and soon to be summer schedule of activities for our region. This issue highlights our technical session, an article from club member Christopher DeMarey giving a first hand account of a Bentley Meet that he attended. And Eric Killorin followed up with his experience at "The Brickyard" a detailed accounting of a recent trip to Indianapolis, Indiana for a Concours with his 1923 Model A. Duesenberg.

Enjoy.

Heidi Ann Charlton,
Editor

Meet your Board of Managers



Front Row - Fred Jackson, Stacey Puckett, Heidi Ann Charlton, Jack Welch. Back Row - Chuck Niles, Jeff DeMarey, Chris Charlton, Jon and Diane Elmondorf, Rich Doucette. Absent - Frank Wemple, Doug Fernandez, Bruce Giguere, George R. Holman.

NER CCCA Tech Session

By: Jack Welch

The NER CCCA held a Tech session at Bill Ruger's mill building in Newport, NH. April 20, 2013. Bill has graciously invited us to his facility before. This session has always been a great time and this one was no exception.

Just under sixty members and guests attended to admire Bill's changing collection and to participate in the Tech Session.

Past Director Chris Charlton did the leg work for this along with the ever present help of Frank Wemple. A new concept was introduced this year and the session was in the form of Trade show, with exhibit space for our vendors.

After looking at the trade booths, (and having coffee and pastries) we listened to each of our vendors give a narrative about their field of expertise.

Our own Chuck Niles spoke about the complexity of radiator restoration and how few people actually can do that type of restoration, especially on the older honey-

comb style of radiator. Chuck has a long backlog, so one cannot drop off their radiator and expect to have it back in a week or so.

Jeff DeMarey filled us in on Collector Car Insurance and differences in types of coverage.

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Stonewall Insurance - Jeff DeMarey, President.



American Honeycomb Radiators, LLC - Chuck Niles, Owner.



Hildebran Design, Inc. - John & Janice Hildebran.



Manny Souza and Christopher DeMarey.

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For Sale: 1 pair 1931 Cadillac Headlights, excellent condition \$375. Cadillac rear center bumper, show quality with brackets, very rare, \$1275.00 FIRM 1931 Cadillac tail light bracket, excellent condition., great for spare; 1 Pair 1929 Packard headlights, nice condition. Best reasonable offers. 2 vacuum tanks, great condition ready to mount for 1931 Cadillac or similar cars, all rebuilt \$150.00. 1 set junior trippe lights NOS with brackets ready to mount \$550.00. 1 set driving lights, NOS for Duesy, Auburn or Packard \$475.00. CCCA Bulletins 1980 to present, FREE, mint condition. Must pick up or pay for shipping; (one whole file drawer, quite heavy). **Rich Esposito, PO Box 19084, Johnston, RI 02919. Phone: 401-934-1325 Home or 401-241-3161 Cell.**

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We followed her up the mountain and occasionally we made a wrong turn. It ended up taking about two hours to get from the inn to the summit of Mount Greylock! When we got there I saw 28 Bentleys lined up! It looked like Bentley heaven with all the fog from the mountain.

We talked and looked around for about a half an hour and then we all feasted on lunch. There was salad, breaded chicken (that my father and I both loved), pasta mixed with meat, pasta with tomato sauce. Then they brought out dessert, which was a big cream puff that had cream, lemon pudding, and it also had strawberries in the bottom part of the dough. Then we took another look at the 28 Bentleys and we started our long decent back to the inn. It was a fun ride home because we took a different path than what we came up. there were lots hair pin turns & crazy Bentley drivers passing us. We stopped at the bridge of flowers and we went in some shops. Manny got some ice cream, and I got some Peachy-O's and butterscotch disks (the hard candy). We weren't far from the inn so it was a short ride from there. When we got back we said our final goodbyes and began the trip home. I have to admit... these past couple of days were some of the best I have had!



Follow the leader.



Aneice Lassiter and her Bentley.

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The floor was then turned over to the people from Vintage Garage in Stowe Vermont. Pierce Reid and Billings Cooke told us of the fascinating world of Babbitt bearings. They specialize in Bentley and Rolls Royce and were very detailed in their presentation. They also spoke of the advantages and disadvantages of sleeve or insert bearings versus poured Babbitt bearings. Line boring and redoing the bottom end of our Classic is not inexpensive, but like many things, it is less expensive to do it once, correctly.

Our final presenter was John Hildebran. John uses the lost wax process for making investment castings. His primary market is the repair of parts that are no longer obtainable for our classics, like mascots and tail light brackets.

Following a catered luncheon, the meeting resumed with a question and answer session hosted by our vendors, a lively hour and a half session followed.

Members who wished to remain after the formal part of the session were treated to a tour of the mill by our host Bill Ruger.



1939 Rolls Royce Phantom III Saloon by H.J. Mulliner - Ruger Collection.



1937 - P.III Rolls Royce Convertible Coupe by Thrupp and Maberly - Ruger Collection.

2013 ACTIVITY DATES

New England Region sponsored events are in bold italics.

June 1	Sturbridge Old Car Festival
June 1 & 2	Greenwich, Connecticut, Concours d'Elegance
June 14 & 15	The Elegance at Hershey
June 15	Vintage Motorcar Festival, Klingberg Family Center, New Britain, CT
June 16	Father's Day Tour – Hosted by George Ralph & Mary Kate Holman, Wilbraham, MA
June 21 to 30	Lincoln Highway Centennial Tour
July 6	Heritage Museum & Gardens Meet, Sandwich, MA
July 20 & 21	Founders' Day, Paris Hill, Maine
July 27 & 28	Misselwood Concours d'Elegance, Beverly, MA
July 30 to August 4	Vintage Racing Celebration, NH International Speedway, Loudon, NH
July 31 to August 3	Cadillac LaSalle Club National Meet, Quincy, MA
August 17 to 18	Pebble Beach Concours d'Elegance
September 6 to 12	Idaho CARavan
September 22	The Boston Cup
September 22	The Alden Sherman Classic, Weston, CT
September 22	Mystic, Connecticut, Meet & Tours
September 27 to 29	Hemmings Concours d'Elegance, Saratoga Springs, NY
September 30 to October 3	<i>New England Region Berkshires Tour</i>
October 9 to 12	Hershey Swap Meet & Car Show
November 3	<i>New England Region Annual Meeting at The Publick House in Sturbridge, Mass.</i>

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Facebook – www.facebook.com/pages/Classic-Car-Club-of-America-New-England-Region/273299539359215

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father he was helping unload John Kendall's green 1930 speed six! It had just completed a five year restoration! Bill said it needed gas soon so they were about to hop in when John invited me to come along! "Of course!" I said with a large grin on my face! So we all jumped in the car and we were off! We all scoured the back roads of Deerfield and Greenfield for a gas station and we found one! But, sadly, it was closed. So we headed back for the inn and when we got there, there were Bentleys everywhere! While I was gone, George Holman SR had given my father a lesson on how to identify the Bentleys, which he passed on to me! It was amazing to be able to walk up and down the front of 20+ Bentleys and identify them! Then we headed down to dinner together. My father had baked fish and I had delicious vegetable lasagna! After the dinner we said our good-byes to everyone and began to head home. The next day my little cousin had his first communion and we really fun to watch! On Monday morning my father and I left really early to head back to the inn! We had to leave early to catch the Bentleys before they left for Mount Greylock.



Anybody home?

When we arrived I looked around at all the Bentleys hoping to find a ride (for Mt. Greylock) when Manny Souza offered my father and I a ride in his Hispano-Suiza! I defiantly said yes to Mr. Sousa. While my father and I were admiring all the Bentleys, one seemed to catch my eye more than the others. It was a beautiful dark British racing green! Evan Ide was the owner of this magnificent car. Evan even offered me a ride around the block! As I replied we both jumped in. Then we speed away and Evan asked me, "Should I wake everybody up?" So, gingerly I said "Do it!" and he eased on the gas. At first I didn't realize how this would wake someone up, but as we gained speed the engine screamed! When we returned some people had already left for Mt. Greylock!

My father and I were about to get it the back of the Hispano Suiza when Manny said "Chris, I'll sit in the back with your father, you sit in the front!" I thanked him and slid in the front with Jon Lee. Then we took off after Aneice Lassiter and her maroon and black Bentley.



So this is what Heaven looks like!

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The 33rd Annual Bentley Meet

By: Christopher J. DeMarey - Age: 12

I knew I was in for a great time and an excellent learning experience when my father and I departed from home on Saturday afternoon. We were on our way to the 33rd annual Bentley meet in Historic Deerfield Mass! On the way my father explained how there liters to Identify each car. He said most of these types of Bentleys had 3 liters, 4.5 liters (which sometimes comes with a supercharger), speed six (which has the generator sticking out the front), and the eight liter. When we pulled up to the inn, I saw what seemed like an endless row of Bentleys; to be exact there were 13 of them. Then we admired them, said hi to Mr. Holman, and headed to the "Trailer Zone". While we were there we saw Jon Lee and Manny Souza unloading Manny's six and a half liter Hispano-Suiza. It was a dark shade of blue (that my father and I both liked) and was finished with a glossy wooden body. Manny asked if I wanted to go for a ride. I left my father standing on the curb. It was really cool to ride in the back seat because it was a duel cowl phaeton (it was also cool because I was accompanied by Sandy Lee)! The car has an exhaust cutout that made it extremely loud! I still can't believe the difference of when it was open or closed! When I finally caught up with my

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Evan Ide and Chris DeMarey, Navigator.

Berkshire Touring

By: Garth Story

We hope you might consider joining us in September/October for some touring around the Berkshires!

We'll be driving west to Hudson, NY, north to Shelburne Falls, MA, and then south to Windsor Locks, CT. All of this is in pursuit of some great views and country driving. In the process we'll visit a car collection, a fire-fighting museum, one of the earliest train tunnels (and it's still being used), a bridge of flowers, and an airplane museum. There will be some great visiting and eating. There is still time to join us. You will need to call fairly quickly to be sure to get a room at the Red Lion Inn in Stockbridge.

Registration material for this tour will be sent out in August with the Nor'easter. We think this is one event you won't want to miss. There is more detailed information on page 7 in the last Quarterly. Call the Red Lion at (413) 298-1690 and tell them you're with the Classic Car Club (group #236643) to reserve a room.

Father's Day Tour Sunday, June 16, 2013



• Wilbraham, Amherst, Quabbin •

George and Mary-Kate Holman will host a one day, 50 mile driving tour on Sunday, June 16 – Father's Day.

We will drive a 50 mile loop of mostly back country roads starting and ending in Wilbraham, MA, at George senior's home. We will drive north with a stop at Atkins Farms Country Market, a gourmet country orchard and market (<http://www.atkinsfarms.com/>) where we'll have lunch at their hot dog, deli and ice cream stand.

Lunch at Atkins should run between \$5 and \$10 per person, though you may also wish to purchase some specialty goods such as bakery items, country trinkets and the like in their lovely shop. There will be time to browse.

We will also visit Quabbin Reservoir where there is a gentle hill climb to a summit tower that has a five state view (<http://www.mass.gov/dcr/parks/central/quabbin.htm>); perfect for nature lovers and amateur photographers.

- We'll meet at the home of George Holman, Sr., 583 Main St, in Wilbraham Mass., at 10:00 a.m for coffee & light pastries.
- We'll depart for our tour at 10:30.
- We'll return to the Holman homestead in the mid afternoon.

There is a \$5 per car registration fee, cash or check payable upon arrival June 16. (Checks should be made out to NER CCCA.) **Please RSVP by June 15** to George Holman jr., so we know you're coming and don't depart without you! Contact George jr. via email (gholmanjr@fmkeefe.com) or phone (413-426-1857), or Mary Kate at mholman456@yahoo.com.

Please join us for this Father's Day tour for a relaxed Sunday drive with friendly camaraderie, great back roads and beautiful country scenery. Looking forward to seeing you!

George and Mary-Kate

It Was Pedal to the Metal at the 2013 Indy Celebration of Automobiles

By: Eric Killorin

Thanks to the hard work of long time CCCA members Sally and Gene Perkins, the third annual Indianapolis "Celebration of Automobiles" on May 10-11 brought scores of great classics to the famous Brickyard. A packed schedule of driving and socializing included rubbing shoulders with famed race driver Mario Andretti and established this event as something entirely unique on the show circuit.

Seven hundred bucks in towing fuel and my steady GPS ensured that our drive from Vermont to the heartland was well stocked and smooth running. Indianapolis is rich in history and culture that seems to echo the Speedway on every piece of signage and dinner placemat. I often thought of my father who spent over a year working for Duesenberg right here at Indy and wondered if that old movie theatre, greasy spoon, or tobacco shop still wore his footprints.

First evening's event featured a nicely prepared cocktail hour at the Indy Museum. Important racing machines filled the museum's several rooms and the air itself lent a certain mystique of international pride of place. Who knew that famed German GP driver Rudolf Caracciola once convalesced at the Indy track owner's home after a bad pre-Indy qualifying crash? Caracciola bequeathed his complete collection of competition awards and trophies to the museum for permanent display.

A night on the town followed by, what else, a nightcap at our hotel's well stocked bar in anticipation for an early next-day kick off of the event's itinerary. Again, the track museum served as our meeting place for the start of the driving tour that stretched 100+ miles through the nearby countryside and lunch at Hulman & Company in Terre Haute. Hulman is the home to Clabber Girl baking powder and other sundries, a third generation family-owned business that began in 1850. Through the vision and talents of the Hulman family, Clabber Girl has grown to become the number one selling baking powder in the U.S. Why tour a baking company, you might ask? In 1945 Tony Hulman purchased the famed Indy speedway from WWI flying ace and Indy track winner Eddie Rickenbacker for the princely sum of \$750,000, reinvigorated it for the new post war era of motor racing, and whose subsequent family members own and control to this day. Now that's what I call tradition!

Though unsettled weather dampened the tour's body count, nothing would stop our scheduled three-lap romp on the Speedway made available exclusively to concours entrants. It's as if Divine Intervention parted the skies just in time to allow a rainless three laps on the famed course. Our collective 15 minutes of fame made the entire trip worthwhile, gently dicing on the back straight and testing our limits knowing that whatever happened that the most capable rescue squad on the planet was standing by. Then it was back to trailer parking for last minute prep for the next day's show where over 200 vehicles from 1910 to 1970 would strut their stuff.



Mario Andretti.

Another early day and the promise of fairer skies. But the weathermen forget to clue us in on the near freezing temps that would pretty much dictate the day's demand for multi-layer clothing. Scores of classics occupied various classes where our 1923 Duesenberg Model A in Class C was outflanked by more Stutzes than I've seen in one place (the George Holman family was nowhere to be seen!). Michigan collector Charles Bettles scored a Best in Show and class win with his magnificent 1929 Duesenberg Model J Murphy dual cowl phaeton. New Jersey enthusiast Joe Cassini won handily with his newly-acquired Stutz Monte Carlo, and Packards featured prominently including three from Oklahoma collector John Groendyke: a 1930 734 Speedster, a 1932 Dietrich Convertible Victoria, and a 1932 Dietrich Deluxe Eight Sport Phaeton.



The author's 1923 Model A Duesenberg.

My personal favorite: CCCA member Piers Macdonald's freshly restored 1914 Locomobile Model 48 Speedster. With a mile-long hood and tiny cockpit, what more could a die-hard fan of loud machines possibly crave?

Not lacking in creature comforts nor racing heritage, the organizers ensured we were well fed and remained warm at the nearby hospitality suite while our access to Gasoline Alley and grandstand viewing on the very first day of qualifying created no doubt that we were on hallowed ground. And wouldn't you know that on the precise moment of Mario Andretti's ascending center stage for an informal Q&A that the clouds parted one more time to reveal brilliant sun and a 10-degree improvement in climate control. Mr. Andretti embodies grace, humility, and dignity like no one else; a true gentlemen racer. But after a long day of hazardous pay duty it was back to the trailer followed by a quick 40 winks at the Canterbury Hotel before the heading to the awards banquet.

Another tour de force of organization: A room full of dignitaries and yet another appearance by Mr. Andretti speaking on subjects as varied as family, opera, and a life devoted to driving. Forty eight intensive hours of Indiana hospitality, then back East I headed to retrieve daughter Abby from her Ohio College followed by a 15-hour run to our Vermont home. Road trips are not for everyone, but when you combine a northeasterner's malady of cabin fever, a longing to return one cherished family Duesenberg to its Indianapolis birthplace, and swapping stories with your favorite daughter—what else could possibly surpass this moment?



John Groendyke's 1930 Packard 734 Speedster.