

New England Classic Quarterly

New England Region of the Classic Car Club of America



Photo by: George Ralph Holman

Lawrence Digney – 1934 Packard 1100 Sedan



Photo by: George Ralph Holman

Paul Hagberg – 1931 Packard 8-40 Phaeton

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Buy a NEW CAR

You've Earned the Right

By RAY W. SHERMAN

THREE are several hundred thousand people who have driven their old cars a year or more longer than they wanted to. They have earned the right to new ones.

These car owners are the ones who during the past year or more have enjoyed their usual incomes and who have refrained from buying because their common sense told them it would be wise to "wait and see" what was going to happen. The "wait" is over and we now "see" that America has definitely started up the hill with more jobs, more business and a future that will exceed the past. The progress is not boom-like, but steady—and that is reassuring.

The past year has demonstrated the business ability of the American people. Until a year ago we were supposed not to be able to refrain from spending. "Keeping up with the Joneses" was said to be our outstanding characteristic.

CRITICS failed to realize that we merely were using our surplus income in increasing our happiness and that we could refrain from spending if we wanted to. The economists—who have been bewildered for the past year—may some day learn that facts are not always figures.

For over a year we have deprived ourselves of our full measure of enjoyable living and by this sacrifice have earned the right to enjoy again the things we'd like and can afford.

All over America the motor shows are opening with the finest cars the industry has ever built. They're wonderful! You want one! Go see them! Sit in them! Ride in them! Buy one—and permit yourself the happiness to which you have earned the right. Nothing adds to family delight quite so much as a new car.

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Production of the 135, like many other prewar cars, resumed after peace in 1945. But the large coach built cars did not fit in as they had before the war. Such extravagance on a car seemed somewhat out of place in a Europe characterized by austerity and recovery. Punitive taxes aimed at cars with engines over 2.0 liters did not help, either. The days of carmakers like Delahaye, as well as the many coachbuilders that supplied them, were numbered. The Bugattis and Talbot-Lagos faded away,

which is a real shame. At the same time, though, the great French cars from that flamboyant period give a fantastic snapshot into an automotive phenomenon so foreign to the modern motorist. This is what the great car shows of the fairer seasons are for. They allow for an appreciation of history as well as beauty. This Delahaye 135M, a real gem from a bygone era and forgotten segment of the car market, offers up an ample amount of both.



New England Classic Quarterly

New England Region of the Classic Car Club of America

First Quarter 2013

Officers

Director	Jack Welch
Assistant Director.....	Chuck Niles
Secretary.....	Rich Doucette
Treasurer	Fred Jackson

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Activities	Frank Wemple
Club Historian.....	Frank Wemple
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Advertising Information

We publish free classified ads for members in the *Nor'easter*. Ads must relate to Full Classic® cars. We also accept commercial advertising. Your ad will be going to people who are interested in Full Classic® and may easily use your services. If you are interested in placing an ad, please contact the editor.

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Director's Message

I hope you had a great Christmas and New Year. I shall try and find a few words of wisdom.

I am currently trying to recover from a bad fall I took while hiking in the woods with the dog. It was on a trail I take every day, but it was raining hard and I was hurrying a bit, came down a sharp descent that was mostly rocks covered with wet leaves and I took a tumble and had to be hauled out by Local Fire Department and State Police. I really felt bad for them, as I was a good ways in the woods and they had to now carry me down that descent. I ended up in the ER of Melrose Wakefield Hospital, but nothing is broken, except my pride. I am walking with a walker or a cane. I told the police the report had better not list me as an elderly person or I would track them down to the ends of the earth.

We are having a large family group for dinner tonight, and my contribution to the effort is not much. Looking forward to seeing everyone on February 3, 2013 for my first official Board of Managers meeting as your new Director.

– Jack Welch

From the Editor

Hello from Maine. My name is Heidi Ann Charlton and this is my first official publication for the New Year, 2013. To my surprise and delight the day after I volunteered for this job, I received two emails that contained information to publish, a shoebox full of photos and to date I have received several articles and tech tips.

I'd say I am off to a pretty good start with putting this edition together. But putting it together is not as easy as it sounds as I am finding out. You see each article is in a different format, each photo has a different megapixel and each page has an independent layout. Thank heavens I don't have to use White Out®.



Anyway, keep the information coming...I will get there eventually. Glad to be on board.

Heidi Ann Charlton
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A Careful Perusal of *The Gas Engine Manual* will enable you to locate and fix most any engine trouble.

What to Do and How to Do It

The Gas Engine Manual

This volume, just published, gives the latest and most helpful information respecting the construction, care and management of Gas, Gasoline and Oil Engines, Marine Motors and Automobile Engines, including chapters on Producer Gas Plants and the Alcohol Motor.

The work is divided into 27 chapters, as follows: Historical Development—Laws of Permanent Gases—Theoretical Working Principles—Actual Working Cycles—Graphics of Gas Engines—Indicator Diagrams of Engine Cycles—Indicator Diagrams of Gas Engines—Fuels and Explosive Mixtures—Gas Producer Systems—Compression and Ignition and Combustion—Design and Construction—Governing and Governors—Ignition and Igniters—Installations and Operation—Four-Cycle Horizontal Engines—Four-Cycle Vertical Engines—Four-Cycle Double-Acting Engines—Two-Cycle Engines—Foreign Engines—Oil Engines—Marine Engines—Testing—Instruments Used in Testing—Nature and Use of Lubricants—Hints on Management and Suggestions for Emergencies—The Automobile Motor—Useful Rules and Tables.

Each chapter is illustrated by diagrams which make it a thoroughly helpful volume, containing 512 pages, 156 drawings printed in large clear type on fine paper, handsomely bound in rich red cloth, with gold top and title, measuring 5 1/2 x 8 1/2 inches and weighing over two pounds.

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INAUGURAL 2012 Boston Cup Concours

By Andrew Newton



Among the great names in classic French automobiles, those grand, elegant coach built cars, Delahaye is certainly near the top of the list. Like plenty of other great carmakers, though, Delahaye had no coachworks of their own, and therefore had to outsource the bodywork to individual coach builders. Delahaye's partnerships with many Paris-based coach builders yielded arguably some of the most gorgeous shapes in the history of the automobile. And among the many individual coach builders of that classic era, practically everything associated with Figoni et Falaschi is golden. This particular car represents a much sought after combination of these iconic names.

On the field at this year's inaugural Boston Cup, the classic car show held on Boston Common, was something for everyone. Muscle car folks, sports car people, and exotic car fans all had something to stare at. For those with perhaps a bit more sophisticated taste, however, there were a few cars like this glorious Delahaye, pictured here, which won in the French category. Owned by Bruce Male of Swampscott, Massachusetts and finished in striking black paint, the car is a 1948 135M Cabriolet with coachwork by the infamous Figoni et Falaschi in Paris. On the whole, the Boston Cup comprised of a rather select group of quality automobiles, and in a setting like that it can be hard to stand out. The flowing lines of a classic Delahaye, though, seldom fail to draw the eyes. This particular car is a multiple show winner, and it is easy to see why. Few things look better than a black car with a clean, straight body, and this immaculate Delahaye certainly fits the bill.

Be it a Talbot, Delahaye or Delage, bodies penned by Giuseppe Figoni have always presented very well, to put it mildly.

This Delahaye is actually quite representative of his work, with characteristically voluptuous lines, extravagant curves, carefully placed chrome accents, covered wheels, and an overall streamlined appearance. His work really took off, however, after meeting a fellow enthusiast and financier. Figoni's relationship with Ovidio Falaschi began in 1935. Both Italian-born, they had relocated to Paris, a real hub of quality coach building. While Figoni undeniably had the talent, only Falaschi had the capital to bring his ambitious concepts to fruition. Thus began a fruitful partnership that built many of the beautiful cars that have dotted concours lawns the world over. On any classic automobile, though, just as important as the jaw-dropping bodywork is the impressive engineering that lay underneath it. The 135 was one of Delahaye's most celebrated models, marking the company's move to more performance-oriented cars and finding success both at the Monte Carlo Rally and at Le Mans. The later "M" refers to the more powerful 3.6 liter version (enlarged from a 3.2) of the 135 that first saw introduction in 1936. Always a popular model, the 135M was sold by Delahaye right up until the company stopped car production in 1954. Bodywork was provided not only by Figoni et Falaschi, but so many of the other great Parisian coachworks, including Saoutchik, Guilloré, Letourneur et Marchand, and Henri Chapron. Production flourished and the car sold quite well relatively among the well-heeled motorists of the time.

A Gasoline Additive That Works!

By Frank Wemple

Those of us who are forced to use gasoline with Ethanol surely have come to hate that stuff with a passion! Well, there is a quality product on the market that has been proven to significantly reduce the ill effects of Ethanol. That product is Star Tron®. Boating people have been using it for years and almost all will swear by it. However, the antique car hobby is only recently beginning to discover it.

Perhaps the most important thing Star Tron® does for us antique car owners is to prevent the accumulation of water in gas. As most of us know, Ethanol attracts and absorbs moisture. The resulting mixture of water and alcohol is heavier than gas and it falls to the bottom of the gas in the tank, the carburetor, the fuel pump and anywhere else gasoline sits. This action quickly results in corrosion and serious gumming problems. Star Tron® effectively emulsifies any accumulated moisture into microscopic particles and disperses them throughout the fuel so they will not settle out and can be burned along with the gas. It also gradually dissolves any accumulated gum over time so that it can also be passed through the system.

Another important benefit is that Star Tron® stabilizes gasoline and keeps it fresh for over two years. It will even "rejuvenate" old stale gas. While it won't

make bad gas fresh again, it will restore it to the point where it can be burned. The old gas can then be gradually eliminated through several fill ups with fresh gas.

But wait – there's more! Here are some additional benefits to be derived from using Star Tron®.

- It improves fuel economy.
- It increases power.
- It helps improve starting.
- It removes carbon and varnish deposits.
- It cleans valves and injectors.
- It reduces emissions.

Star Tron® used to be hard to find outside of boat supply stores, but it is now appearing in many auto parts stores. Star Tron® also makes an additive for diesel fuel, so make sure you buy the one for gasoline. It's a bit expensive, but you won't use much. The first time you use it, add one once per 8 gallons of gas. After that, you add only one ounce per 16 gallons when filling up.

To learn more about Star Tron®, go to www.startron.com. The web site even has a locator to help you find a place in your area that carries Star Tron®.



George Ralph Holman in Stutz at Indianapolis Motor Speedway.

2013 Dates

New England Region sponsored events are in bold italics.



February 27 to March 3	CCCA National Annual Meeting
March 8 to 10	Amelia Island Concours d'Elegance
April	Technical Seminar (date & location to be determined)
May 4 to 26	CCCA Cross Country CARavan
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	Tour to Jack & Chris Beebe's in Madison, CT
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	North Shore 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 14 to 16	Glenmore Concours d'Elegance
September 22	Mystic, Connecticut, Meet & Tours
September 22	The Boston Cup
September 27 to 29	Hemmings Concours d'Elegance, Saratoga Springs, NY
September 29 to October 2	New England Region Berkshires Tour
October 9 to 12	Hershey Swap Meet & Car Show
November 3	New England Region Annual Meeting



Central Connecticut Tour

June 15 & 16, 2013

This tour is planned to coincide with the excellent annual car show and Concours d'Elegance at the Klingberg Family Center in New Britain, Connecticut, on Saturday, June 15. Rooms are being held at the Four Points Sheraton Hotel in Meriden for those who want to stay overnight. Our special room rate is \$89. We may have a group dinner at the hotel depending upon how many people stay over.



Massachusetts Berkshires Tour

September 29 through October 2, 2013

Garth and Karen Story are planning what promises to be a terrific four-day tour around the Berkshires and northern Connecticut. The tour is purposely arranged for early in the week in order to avoid the very high weekend hotel room rates that are in effect this time of year.

Also, it's timed to follow the Hemmings weekend in Saratoga Springs, NY, so people who attend that

event can join our tour on their way back. Garth and Karen are working on our accommodations, which will be in the Lee/Lenox/Pittsfield area or possibly at the fabulous Red Lion Inn in Stockbridge if suitable room rates can be obtained.

You will be able to sign up for all or part of the tour as your schedule permits.

Here is a tentative itinerary:

Sunday, September 29

A group dinner is planned at the Storys' home.

Monday, September 30

We'll leave our hotel at 10:00 a.m. for a tour which may include a visit to a car collection, a tour of the Martin Van Buren home, and/or a visit to the Firefighters Museum in Hudson, NY.

Tuesday, October 1

Departure time will be circa 9:00 a.m. for a driving tour to North Adams and some of the Mohawk Trail. We may possibly drive over Mount Greylock. Lunch is planned at the restaurant at the hairpin turn on the Mohawk Trail. Dinner will be at the Cork and Hearth restaurant in Lee.

Wednesday, October 2

We'll leave our hotel at 9:30 a.m. and drive to the New England Air Museum in Windsor Locks, CT – about 50 miles over back roads. Lunch will be at the museum or in the vicinity.

Watch future publications for additional information.

Continued from page 8

In addition to the Corbin, the Pope Manufacturing Co. of Hartford, maker of the Columbia bicycle, was featured in an early show and many members of the Pope family joined the show.

Next, they featured the Locomobile, which was manufactured in Bridgeport. Locomobile owners from across New England gathered at the show with their big brass and even steam-powered vehicles. From there they have gone on to feature various automobiles each year including Packard, Hupmobile, Model T, Woodies, and Big Classics.

As much as they love old cars, kids and families are what they treasure most. That is why it has been their goal to create venues where everyone can have a great time. Over the years they have offered craft shows, horse and wagon rides, vintage clothing and antiques, vintage radios, artwork, historical displays, and an array of children's activities.

The Center offers vocational training for their students. They are working on having antique auto restoration as one of the vocations. Much of the funding presently received is going into getting the equipment and supplies necessary to get this up and running.

It was certainly an interesting and informative afternoon with much new information presented for many of us. Being a CCCA event, we were asked how many of the CT cars were full classics. The answer was only one and that was the Locomobile.



Automobiles Made in Connecticut

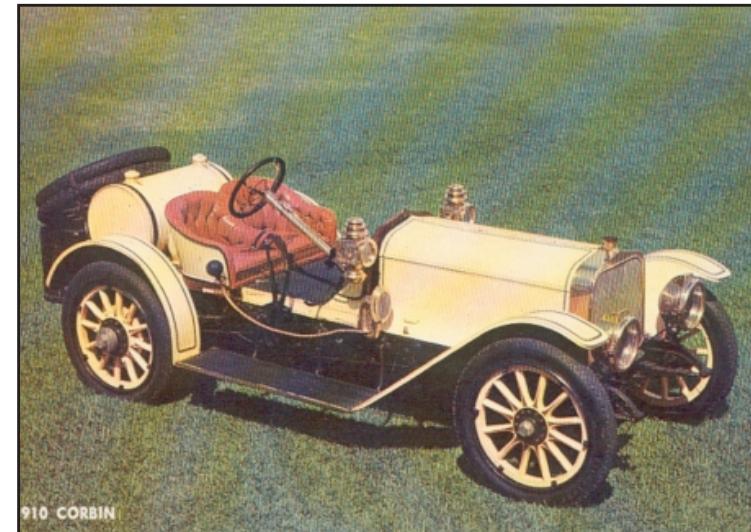
By June Gould

An interesting and informative program followed the annual business meeting of the New England Region of the CCCA (Classic Car Club of America) held at Cyprian Keyes in West Boylston, MA.

A couple of members had arranged displays of vintage materials, which were of interest to everyone. Of special fascination was a display by a member who had been a personal friend of Peter Helck. One item displayed was a preliminary drawing of the famous racing picture of "Old 16", the 1906 Locomobile that won the 1908 Vanderbilt Cup. Another was the original drawing of Old 16, which was later traced and painted for the final, now famous, picture. It is the only copy in possession of a private collector, as the final painting is now in the Library of Congress.

The main program featured automobiles made in Connecticut with a presentation by Peter Burk from the Klingberg Family Center. It was interesting to learn a little of the history of the Vintage Motor Car Festival held annually in New Britain, CT at the Klingberg Family Center.

The Center is a private, nonprofit organization offering an array of treatment services. The programs are designed to serve young people and families whose lives have been traumatized by abuse and/or neglect in a variety of forms and also to treat mental health issues. The main campus is located on a 40 acre hilltop site in New Britain.



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New England Region Annual Meeting

By Frank Wemple

Our 2012 Annual Meeting was held on Sunday, November 4, at the Cyprian Keyes Golf Club in Boylston, Mass. This is the third year we have met here and it seems to be convenient for many of our members. Of course, one important factor is their great food!

During the socializing over coffee and pastries, Garth Story played a video of old movies of early CCCA activities and New England old car events. This is a fascinating video and is available for purchase.

The business meeting got under way at 11:00 with introductions of Board Members and others in attendance followed by various reports. Of particular note was that Treasurer Fred Jackson reported that for the first time in many years, the Region was on track to close out the fiscal year in the black. Another important reported development was that the Nominating Committee was unable to find the minimum number of four candidates to run for the Board of Managers. Because of this and other factors the Board had been considering for the past couple of years, the Board decided to amend the By-laws to reduce the number of people on the Board from twelve to nine. This left one vacancy and the Board appointed Heidi Charlton to fill it.



Members at Regional Annual Meeting.

5

The meeting was recessed for lunch and during the break, we got to look over two displays set up by Jack Cable and Jerry Lettieri. Jack had been a long time friend of famous automotive artist Peter Helck and he had a number of items that Peter had given him. Jerry displayed a number of interesting items related to early automotive events in Connecticut. We also got to enjoy two excellent Full Classic® Packards that were parked in front of the clubhouse: Paul Hagberg's 1931 Packard 8-40 Phaeton and Larry Digney's 1934 1100 Sedan.

After lunch meeting moderator Frank Wemple announced our 2013 officers that were elected by the Board. They are:

Regional Director – Jack Welch

Assistant Director – Chuck Niles

Secretary – Rich Doucette

Treasurer – Fred Jackson

Four Board Members are retiring this year and they were thanked for their service. They are Glenn Davis, Jon Lee, Garth Story and Peter Williams. Garth was recognized for approximately twenty continuous years of service on the Board.

Peter Helck, OLD 16 and Jack Cable

By Jack Cable

Peter Helck and Locomobile "OLD 16" are two Icons in the Automotive World. Helck is the most famous automobile artist and the 1906 Locomobile racer is the most famous race car in the world. Both of the icons have united in art and possessions.

Peter is world renowned for his detailed paintings of early auto racing. In researching his work he traveled to Europe and met many of the original drivers of these machines.

As for "OLD 16" Peter as a youngster saw the car win the 1908 Vanderbilt Cup! Mr. Sessions of Bristol, Connecticut acquired the racer after Locomobile had no use for it. Sessions Foundry made all the castings for the car. There were two racers especially built for The Vanderbilt Cup races – entered in 1906 and 1908 races. The other racer was scrapped and dumped into Long Island Sound. The Salvager removed a rod and piston before the remains was dumped off the barge. That person many years later gave Peter Helck that piston and rod. When Mr. Sessions died in 1944, "OLD 16" went to Peter per request of George Robertson and Joe Tracy who taught Peter how to drive the car. Joe Tracy drove the car in the 1906 race and Robinson was the driver in the 1908 race.

PS – Oreo Cookies is celebrating 100 years in 2012. The Helcks would be happy, as there was always a small dish of Oreo's on their table – for over their 65 years of marriage.

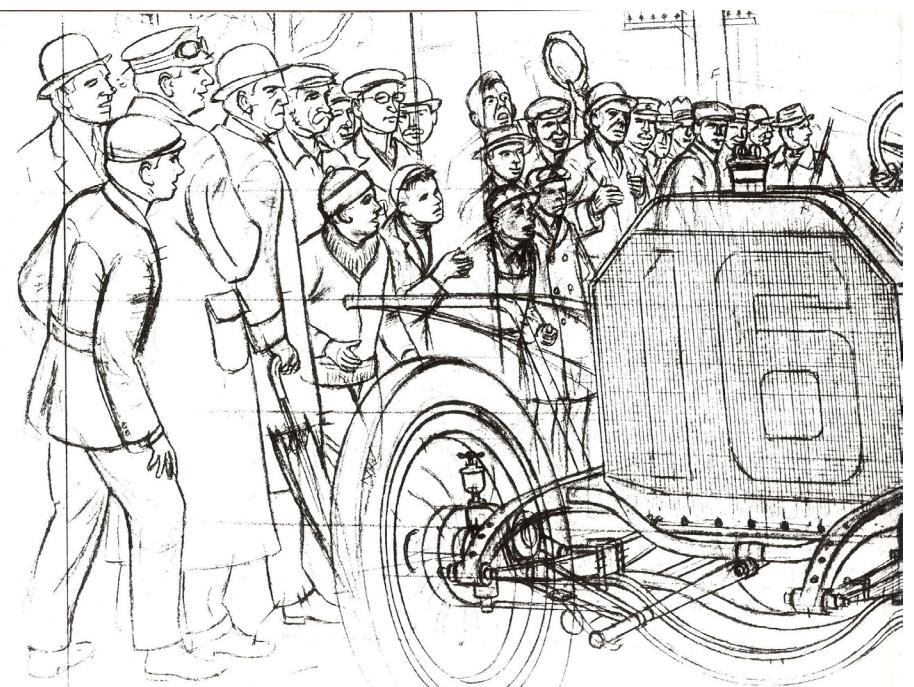


Figure 1 - JACK CABLE COLLECTION
OF PETER HELCK GIFTS

At the CCCA-NER Annual Meeting held in November 2012, I displayed pictures and a model of "OLD 16". After writing an article on "OLD 16" (my favorite automobile) I sent a copy to Mr. Helck. We became friends. He gave me the original working drawing of "OLD 16" used for "Robertson Comes Through" the most recognizable painting of Peters. He gave me other sketches and prints. The other drawing at the meet was of "OLD 16" coming at you, with Peter as a young boy in the foreground. Many of his paintings are reproduced, but this painting from the working drawing will never be reproduced because it is hanging in the Library of Congress!

The model was made especially for Peter and he said it is the most exact model ever made. Peter also said, "I can not give you the real car, but I can give you the model."

All the items, prints, drawings, letters and his last painting (which is of a cathedral in England) are precious to me but most important was his friendship.

I did get a ride in "OLD 16" at Speed (100 MPH) around Lime Rock – the thrill of a lifetime.

God Bless Peter and Priscilla – Friends.

One brisk fall day in 1952, while I was land surveying near Goshen center, the air was broken by the deep-throated roar of a motor. Looking down the road, I saw an old racer coming, with the driver grasping the large steering wheel in one hand and shifting the straight cut gearbox with the other, as his passenger hand-pumped air into the fuel tank. Both men wore the racing garb of the vintage of the car. As they passed, I could hear the drive chains humming above the exhaust rumble and the faded number "16" on the hood, I will never forget that great sight and truly, that is when my love for antique automobiles was created.

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Publication of Litchfield Hills Historical Automobile Club
1972

Founded by Jack Cable, 1956

