



1923 Hispano-Suiza "Boulogne" Skiff; Coachwork by Muhlbacher



NEW ENGLAND CLASSIC QUARTERLY

New England Region of The Classic Car Club of America©
Fourth Quarter 2013



1928 Rolls Royce P1 Ascot Phaeton by Brewster

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Advertising Information

We publish free classified ads for members in the Nor'easter. Ads must relate to Full Classic® cars. Business Ads range from \$50 - \$150 depending on size. Contact Editor at classic4@megalink.net

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Club Events

October 9 to 12
Hershey Swap Meet & Car Show

November 3
New England Region CCA
Annual Meeting at
Sturbridge, MASS



1938 Talbot Lago T150C SS, owned by Oscar Davis



1938 Delahaye 135M Roadster, Owned by JW Marriott, Jr.

Director's Message:

It is hard to believe that summer is past. It has really flown by this year. I have an opportunity to see many NER members this season, and that has been very enjoyable. The Stowe Vermont show had many members in attendance, including our ambassador, Ernie Smith, who spent a lot of time demonstrating the workings of his Rolls to Stowe attendees.

As I write this message, it is only days away from our Fall Tour. That tour will be a memory, by the time you read this, but we have great weather forecast and a lot of NER members as well as Packard Club members signed up.

The last big item on the Club activities list for 2013 will be our Annual Meeting in Sturbridge. This central location coupled with the good food of the Sturbridge Inn should insure a large turnout.

This has been a good season for the NER and the Board is working on some great events for 2014.

Hope to see you at the Annual Meeting.

Jack

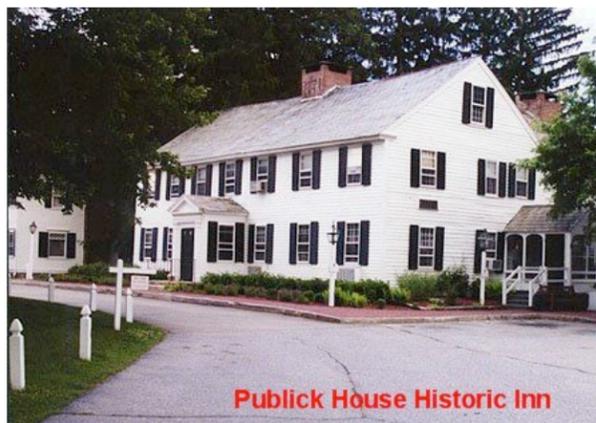


Editor's Message:

Hello from Maine. Hope this message finds you well and that you are busy enjoying the fall leaves, crisp air and a few more rides in your Classics. It has been a busy season for the New England Region and our Publications have highlighted them. This issue is no exception. We are pleased to present another article from one of our youngest regional members; Christopher DeMarey. His unique perspective of the events is wonderful. We also have a return writer in Eric Haartz, and a new introduction, Stacy Puckett who serves on our advisory board. Enjoy the reading.

Heidi Ann Charlton





**New England Region CCA
Annual Meeting
Sunday, November 3, 2013
9:30AM
Publick House Historic Inn**

The 2013 Annual Meeting of the New England Region will take place on **Sunday, November 3**, at the Publick House Historic Inn in Sturbridge, Massachusetts. Coffee and pastries, etc., will be available at 9:30 a.m. and the business meeting will begin at 11:00 a.m. followed by lunch.

This year we'll have a served luncheon, so be sure to indicate your choice of entrée on the enclosed registration form.

NOTE: The deadline for signing up is October 25.

We're working on an interesting program to follow lunch, but our plans are not yet complete.

Directions:

The Publick House is located on the corner of Main Street (Route 131) and Haynes Street in Sturbridge.

From the Mass. Pike, take Exit 9 onto I-84 West. Get off I-84 at Exit 3B, Route 20 West. Get in the left lane and turn left at the

first traffic light onto Route 131. The Publick House is a half mile on the right.

From the south on I-84, get off at Exit 2 and turn right at the stop sign at the end of the exit ramp. Turn left at the next stop sign onto Haynes Street. At the first traffic (in the center of Sturbridge), turn right and the Publick House is about 1/10th mile on the right.

Go down the driveway to the right of the inn and park in the rear parking lot. Enter the inn through the bake shop on the lower level. We will be in the Craft's Hall which is up one flight of stairs. Handicap entrance and parking is in front of the inn. A handicap placard is required for parking.

17th Annual Radnor Hunt Concours d'Elegance

Best In Show



**1928 Isotta Fraschini 8ass by LeBaron,
Owned by Peter Boyle- Best in Show**

17th Annual Radnor Hunt Concours d'Elegance By Stacy Puckett

This September 8th saw the return of the 17th Annual Radnor Hunt Concours d'Elegance. The event is held at the historic Radnor Hunt Club in Malvern, Pennsylvania. The Hunt Club, founded in 1883, is surrounded by 100 acres of rolling pasture land and sports the oldest foxhunt in the US. Known as the 100 Motorcars of Radnor Hunt, this year's field included special classes featuring Art Deco and Rally cars, as well as an Aston Martin class in celebration of the 100th year of the marque. The motorcycle field featured Norton, as well as American Flat Track racing bikes. A number of beautifully restored carriages created quite a spectacle at the noontime festivities. Many participants were dressed in period finery with their horses gleaming in the afternoon sun.

This was my first year judging, as well as attending the 100 Motorcars of Radnor Hunt. With such a wide variety of vehicles on the field it was no surprise that this year's show was said to have record setting attendance. When walking onto the field attendees were treated to a nice variety of vendor booths including custom metal fabricators, vintage clothing vendors and several new car displays. One especially impressive display by McClaren featured their 12C Sports Car. Next to the sports car was a bodiless chassis showing off the technology under its skin. That is something you don't see every day. Motorcycle fans were certainly in for a treat as the field of Norton's was large and included both restored and preserved examples. My personal favorite being a wonderful unrestored 1948 Norton Inter/Manx 500cc. It features a 499cc single cylinder, a magnesium crankcase, bevel shaft drive and exposed valve springs. With multiple period racing modifications the bike was a spectacular example of an old AMA racer.

The classics on the field were also well represented with 11 full classics© being awarded trophies and many others on display. I had the privilege of voting for the Best of Show, Non-Sporting Marque, 1928 Isotta Fraschini 8ASS Boattail Convertible Coupe with a body by LeBaron. This beautifully restored car was presented by owner Peter Boyle. Another personal favorite, presented for owner Oscar Davis by the Leydon Restorations team was a 1938 Talbot Lago T150C SS Teardrop Coupe bodied by Figoni et Falaschi. The Art Deco class was also won by a Figoni et Falaschi bodied car. A beautiful black 1938 Delahaye 135M Roadster owned by Mr. JW Marriott Jr. As the awards were being announced the wind started to blow and the clouds rolled in on the end of the 17th Annual Radnor Hunt Concours d'Elegance. It looked like there may be a rainy end to what had been a spectacularly sunny warm day, but alas the rain held off. The entrants happily accepted their awards and the field emptied.

Cleaning and Care of Convertible Tops

By: Eric Haartz

Introduction:

Procedures for cleaning automobile soft-top fabric vary according to the basic kind of material, so you should know whether it is a surface-coated variety or a cloth type. Rarely do materials fall outside of these two categories, even in the case of original or period tops on our vintage cars. Although I discuss this topic in reference to materials on folding soft-tops, the practical care procedures apply to the same kinds of coated fabrics used on roofs of older closed cars. Specifically, that means full roof covers on sedans and coupes, as well as fabric inserts in the top deck on closed cars of the late 1920s and in the 1930s.

Surface-coated materials have a moderate to thick plastic or rubber coating on the exterior side, and cotton cloth on the interior side. The coating is embossed with a decorative pattern, or grain, when the material is made. For the last five decades this kind of material has been made with vinyl (flexible polyvinyl chloride, or PVC). The embossed grains on convertible top materials for pre-1942 cars are normally leather or animal-hide style of grains or a sort of reptile-hide pattern in the case of the so-called "Cobra" grain. For tops on pre-1942 cars, the color black predominates.

Original surface-coated materials prior to 1942 were made with either rubber or pyroxylin on the exterior surface. Pyroxylin is a cellulose-nitrate compound, similar to nitrocellulose paint, but compounded so as to be flexible in finished form. Vinyl supplanted these compounds after



World War 2 due to superior performance and lower production cost.

In general, American car makers used these surface coated top materials extensively in the "nickel era" (~1916 through 1925), for black tops from 1925 through 1935 and on convertible tops of virtually all colors and American car brands from 1956 to the convertible hiatus in the late 1970s.

Cloth type top materials today are predominantly three-ply constructions, with an outer textile, a rubber interlayer and another textile on the interior side. The exterior textile consists of acrylic fiber, which serves very well in outdoor use and extensive exposure to ultraviolet light. Color is integral to the acrylic fiber as it is produced, so the resulting yarns have excellent color retention over time. On the interior side, cotton, polyester/cotton blends or all polyester cloths might be used, although cotton is still the most common on this surface. These interior-side fabrics *are* dyed after weaving, so they have less colorfastness than do the acrylic exterior textiles.

Introduction: (Con't.)

Prior to 1950 these three-ply cloth top materials used dyed cotton fabric on the exterior side and in the mid to late “brass era” (~1907 through 1915) quite a lot of these materials contained mohair fiber in the exterior cloth. Mohair fiber is processed hair from angora goats.

Somewhat like the cycles of popularity with surface-coated top materials, the cloth types enjoyed good popularity prior to 1916, again from about 1925 to 1942 and continuing from 1946 to 1955. Modern versions of three-ply cloth top materials have enjoyed very good popularity on the current generations of convertible cars for the last couple of decades.

There are special examples of cloth top materials that were or are made from a single layer of tightly-woven cotton canvas. So-called “Burbank” material from the United Kingdom enjoyed good popularity from about 1920 until the mid or late 1930s. Other kinds of single-layer canvas materials were traditionally used for military and agricultural vehicles and this practice continues to some degree.

Now that you have survived the Short Course on “Top Material 101”, we can get into the practicalities of cleaning and care, first for surface-coated materials, then for the cloth kinds. These procedures apply to modern materials produced in the last three decades. Older materials might need special care, and your author is happy to offer consultation in these cases.

Cleaning Surface-Coated Top

Materials

A benefit of surface-coated material is the ease of cleaning it (unless soiled or stained on the interior side, a matter discussed later in this article). For exterior cleaning, all you need for the job are your garden hose and spray nozzle, a mild to moderate liquid soap or fabric cleaner for any soiled spots and a sponge. Otherwise, you can follow the same precautions as you would for a general cleaning of the exterior of your car.

Vinyl soft-tops usually need little more than a good rinse and some modest scrubbing of soiled spots. The one exception is spots of tree-sap, which might take some gentle, but persistent scrubbing to remove. Most other forms of soiling should loosen with non-detergent dishwashing soap and gentle scrubbing with a sponge.

As you wash the car top, unlatch the top at the front, pull it back a little bit and clean the portion of the top that is below the body beltline. Suffice to say, you have to be careful with water spray at this stage.

After washing with any kind of soap or cleaner, rinse the top and allow it to dry completely. Unless a vinyl top is getting old and stiff, it is not necessary to use any topical treatments on the material. There are compound that claim to “feed” vinyl and other thermoplastic films, but these are not particularly effective against the very slow evaporation of plasticizer from the coating over time.

As you complete the final rinsing, do not forget about that portion normally concealed below the body beltline. It might be helpful to use your sponge to sop up water residue in this

Uncommon Cars on the Common (Con't.)

It was a dark red with light brown seats and interior. It even had a bulb horn and a boat tail! Another cool car was the Stevens Duryea. I quickly learned it was not a Stevens Duryea. It was a Duryea, but it was owner is a guy named Steven. So technically it is a “Steven’s Duryea!” Toyota thinks they are the best of the best because they made the first electric car! Well, Toyota think again! One of the very first electric cars was the Bailey Electric Phantom! In fact, it was built in Amesbury, MA in the year 1911. It made literally NO SOUND as it snuck by us! My dad kept looking to see who was pushing the car as it rolled by. Overall this was a very fun and exciting car show in the middle of a great city Boston, Massachusetts.

Congratulations to Rich and the Committee on a great show!



**1915 Stutz (NC) shown by Board Member Jon Elmendorf
1923 Model A Duesenberg owned by Eric Killorin**

Uncommon Cars on the Common

By: Christopher DeMarey



Author, Christopher DeMarey at The Boston Cup 2013
1907 Orient, (NC)

My father and I woke up at 4:30^{am} only to find out it was pouring rain outside and going to rain, and rain, and rain some more. We knew we were in for a nice, long, wet, and dreary day. Luckily, when we got to the common, Rich Doucette had said his prayers, and it was only drizzling and you could see a faint spot of blue clouds from the west., so we quickly set up our Stonewall Insurance gazebo and started to walk around to glance at all the breath taking cars. We saw dark green '63 Aston Martin, a 1970 Subaru 360 sedan, a '71 Dodge Challenger (that was owned by the former New England Patriot player, Matt Light)! On top of all that we even saw the original Batmobile! & Batman too. As I admired the cars I saw my friend Bill Cooke walk by. We started talking about his 1903 Grout that was built in Orange, MA. He said this steam car burns diesel to create the flame that boils the water. This car wasn't exactly finished though. The only thing truly missing was the burner. Bill told me he is going to try to work on it this coming winter. We also stumbled across a 1907 Orient runabout. I really liked this car because it was small and mighty with a two cylinder engine. Another car I loved was the 1913 Metz Boat tail roadster!

Cleaning Surface- Coated Top Materials (Con't.)

area, but certainly leave the area relaxed and open for air circulation during the drying phase. After that, the job is all done. Now, you will get more of a workout on your vintage car with a cloth top!

Cleaning Cloth Top Materials

Yes, the awful truth is that cloth top materials are harder to clean. The good news is that there is an easy way to clean out fine particulates such as dust or pollen, lengthening the wet-cleaning interval. That easy trick is to get your shop vacuum, put on the brush attachment and vacuum the exterior of the top. I like touring in my vintage cars, sometimes driving them on "dirt" roads, so this technique saves me work in the long run.

When the time comes for wet-cleaning your cloth top, here are the supplies you will need:

- Shop vacuum with brush attachment
- Water hose and spray nozzle
- Non-detergent liquid soap or a reputable brand of fabric cleaner
- Soft-bristle brush and sponge
- Enough fabric protectant to give the top a very good treatment as the final step.

Yup! Step one is to vacuum the top. It is easier to remove fine particulates this way, than to rinse them out in that jungle of fibers. Then, proceed as follows:

- Pre-rinse the whole exterior of the top, especially if you will spot-clean any soiled places.

- This reduces the chance for water rings to occur around a spot-cleaned area.
- Clean with the liquid soap or fabric cleaner. Heavily soiled spots might have to be rinsed and cleaned a second time, especially on lighter colored tops.
- Be judicious about how vigorously you scrub with that brush. There is a delicate balance to cleaning well, but not roughing up the fibers on the cloth surface. If the rear window (backlight) is made of clear plastic film, do not scrub it with a brush, because that plastic window scratches easily.
- After cleaning with soap or fabric cleaner, rinse very well. If you are *really* particular about this, rinse, sponge off the water residue and rinse again.
- During the cleaning process, unlatch the front of the top, retract it a bit and clean the portion of the rear of the top that is concealed by the body beltline, rinsing afterward. This might entail some more sponge work for both cleaning and rinsing stages.
- Let the top dry very thoroughly. Sometimes I use a fan to expedite the process.
- When the top has fully dried, apply the fabric protectant. Although we top material makers favor particular kinds, any reputable brand is fine. These all come in spray cans, so you may need some sheets or towels to mask off car body sections during this step.

Cleaning Cloth Top Materials (Con't.)

- However, applying the protectant is a worthwhile and important step. When originally produced, your
- cloth top material had a water repellent/protectant, but these all dilute out or dissipate over time. Wet washings hasten that process. The protectant inhibits water-pickup and soiling.
- Soiling may not visually matter on black tops, but does on lighter colored ones, especially monochromatic tans. Liberally apply the protectant to the exterior surface of the top. On a roadster or moderately-sized two-door convertible coupe, you might need two or three cans of protectant spray. For a phaeton or convertible sedan, you may need four or five cans of it. After a good treatment, water should bead up on the exterior surface of the top. It should not diffuse or “wet-out” into the cloth.
- Go sit down and have a glass of beer or wine, now. You earned it! When the protectant has dried (per maker’s instruction), you are all done.

Leather tops and roofcovers

Cleaning and preservation of leather tops and town-car roofcovers follows the same procedures as would be used for exterior leather straps and other fixtures. I do not claim expertise in this aspect, so readers’ input is welcome!

Cleaning the inside of a soft-top

Sorry to say, there is no easy way to do this, because gravity is against you. Vacuum what you can, but interior soiling is usually in the form of water rings or grease smudges. If this kind of cleaning is necessary, wet the affected area, plus some more for several inches beyond the soiled area. Then, clean with a fabric cleaner compatible with dyed cotton textiles. When you have finished this phase, sponge out the cleaner and hand rinse by sponging on clean water and sponging it off.

Having cleaned the inside of the top, it is not necessary, but certainly helpful to apply some fabric protectant on the dried, cleaned area. The protectant inhibits soiling of the cloth.

Care of convertible tops

Top materials are meant to be serviceable in ordinary driving conditions.

The one cardinal rule is to not lower your top when it is wet. Folding down a wet top might be a temporary expedient if you need to drive your wet car into a trailer after a show or tour, but on reaching home, get that top back up and let it dry. A wet, folded top invites mildew, whether on vinyl or cloth.

Care comes into play when you store your car for seasonal or longer duration. Store the car with the top up, not folded down. Coated fabrics take a set in compound folds after even several weeks, and that fold mark does not disappear quickly.

Care of convertible tops (Con't.)

If you have to raise a top that was stored for a long time folded down, raise it slowly, and preferable when the material is warm. Hot sunlight or use of a hair dryer will help to coax out fold marks, but that does not help the flattened textile fibers of a cloth top material. These leave an optical blemish that is very hard to reverse.

Another good trick during seasonal or long storage is to unlatch the top and let the material relax a little bit. This reduces the chance that the material will get baggy over longer time.

Finally, throw an old bedsheet over the top during long storage. Even the neatest garage gets some dust, and the bedsheet will collect that, not the top material.

Patching Holes

No hole-patching technique of which I know will be invisible when done, but if someone has done this, please share your knowledge. As with cleaning, hole-patching varies with the kind of material.

Eastwood and other retailers of car maintenance and repair supplies sell kits that can be used to repair small holes in vinyl tops. Repairs will be more effective on areas that do not fold when the top is lowered, unless the hole is very small.

For hole repairs in cloth tops, use rubber cement, or Shoo-Goo™. To mask the repair, it may take a bit of

craftsmanship with ground fibers or flock to mimic the textile surfaces on the exterior and interior. Ideally, the patching cement should overlap the adjacent cloth a little bit on one side or the other. This need not be more than a 1/8” overlap, but helps the patch stay in place. If a larger, sewn-in patch is necessary (and acceptable), it is best to get help from a skilled auto trim and upholstery professional.

Conservation of Old Top Material

Plastic, rubber and other coating substances are all subject to eventual drying out, embrittlement and cracking. Since we normally garage our vintage cars with some measure of climate control, that, in itself, is one of the best things we can do to maximize a top’s service life. Original and period tops challenge the conservator. Just like old, dried leather, there are few, if any, good techniques for even halting the degradation. However, come the day that an original top must be replaced, save as fresh a piece of it as you can, inside a good, archival storage bag, and keep that with your car’s documentation. Such reference pieces are good in case a future replication becomes feasible.

Thank you for your interest in this topic. The author welcomes comments, additional insight and corrections. Contact me via e-mail jonarts22@haartz.com .

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