



The Classic Driver

DELAWARE VALLEY REGION NEWSLETTER
CLASSIC CAR CLUB OF AMERICA

CLASSICS ON PARADE AT WINTERTHUR



**Gail & Jim Boughter with their
'34 Packard Super 8 Convertible Coupe**



**Howard & Gail Schaevitz with their
1936 12-cyl. Packard 1408 Convertible Sedan**

WINTERTHUR SHOW OF CLASSICS

by John S. Lawrence

Each Saturday, during the spring and summer months, DVR member Joe Thompson organizes car events at Winterthur, the country estate of Henry F. DuPont. Working closely with Robert DePue Brown on the selection, he invites about a dozen automobiles to be displayed near the main entrance of the DuPont mansion. The idea is to represent a group of “guests” that would have visited the DuPonts when the family was in residence at the estate and had parked their cars before entering the house and being part of the planned social activities of the day.



**Dave & Rosemary Browne's
'22 Rolls-Royce Piccadilly Roadster Silver Ghost**



On Saturday and Sunday, May 5 and 6, Winterthur, hosted two events featuring Rolls Royce, Bentley, and other Classic automobiles from the 1920' to the 1960's. On Saturday, a contingent of the cars played their part for the public visitors that now enjoy the beautiful garden grounds and unsurpassed decorative arts collections at the museum. The cars of the 20's and 30's were on the top terrace and, directly below, the more modern examples. Several DVR members displayed their cars and attempted periodically to dust the spring pollen from their fenders and hoods. Throughout the day, visitors stopped to admire the cars and talk with their owners.

On Sunday, Winterthur hosted their famous “Point-to-Point” races, which have become a yearly event for thousands. Stake horse racing is featured, along with a procession and display of magnificent horse-drawn vehicles, brought together for the event from far and wide. This year was the first for a display of automobiles, and Rolls Royce and Bentley were the chosen marques. Again, hundreds of visitors viewed the cars and spoke with the owners, mainly from the Keystone Region of RROC but, again, DVR members participated.

Members of the media were on hand to cover the event and, in Monday's *News Journal*, the local paper, an article appeared with photos of several of the cars. The weather was superb, the fellowship of the owners and visitors most enjoyable, and everyone had a wonderful time.

MORE ABOUT WINTERTHUR

Jim Boughter, who showed his Packard (see cover), sent the following report.

Gail Schaevitz was appropriately dressed in garb of the '30's period, including a pert little hat with veil. The cars received much attention from the visitors. Eight Packards were there by invitation and all were in fine condition. Details about each car were printed and displayed.

DIRECTOR'S COLUMN

This was the first time I drove my car for a distance since equipping it with radial tires, and I want to report that they completely eliminated road wander, and made driving the car a pleasure rather than having to constantly correct for road wander, as was necessary with bias belted tires.

Neighbors came separately to join us at Winterthur and later we had dinner on the way home. Ran into a rainy period, which messed up my five days of prep work on the car, but we had a good time, and arrived home in late twilight. If any club members have not been to Winterthur, it is a real treat to see the gardens and 175 room mansion. Several rooms are open for tours by the public, although all of them are furnished with antique furniture of the best quality. Some idea of the size of the property and buildings can be realized by the fact that 400 people are employed there.

The Schaevitz's Packard was also shown (see cover), and Gail sent the following report:

We had a lovely time, as we got to enjoy the other Packards and their owners, as well as having the freedom to roam the grounds and visit the museum. Winterthur has volunteers that watch the cars for you. The guests were respectful and interested.

We started the day with some instructions and received gifts of appreciation. They next offered us coffee and muffins in the cafe and we got to meet the other car owners. We were given passes for a tour of the museum, which included a delicious complimentary lunch. After lunch, we boarded a tram which took us on a tour through the magnificent grounds of the 2500 acre estate. Henry DuPont created natural relationships carefully studied from nature, beautiful gardens, ponds and water features all through the estate. DuPont arranged the gardens to have flowers blooming nearly year round, and loved to contrast colors. During the house tour, we were told that when entertaining guests, Mr. DuPont would first confer with his head gardener about the flowers currently blooming, and have the house staff use table place settings and surrounding decor to match them.

* * * * *

It's hard to believe that we're into July and the middle of the summer. So now's the time to drive those Classics, if you haven't already done so! The weather has generally been nice, except for occasional rain, so I've been out there exercising my Classic -- and I'm sure you have been too!

By now, I hope you've sent in your registration for the Chesapeake Bay Region Grand Classic, July 13-14. I plan to attend portions of the weekend and I hope to see many of you in attendance. CBR was very supportive of our '05 Grand Classic and it's really important that we reciprocate.

One of the great things about being Regional Director is that I get the monthly Bulletins and Club Magazines from many other regions. I picked up an interesting approach from the Indiana Region (since I believe as the old saying goes, "there is no such thing as an original idea.") So here goes:

Helen Vogel, Indiana's Regional Director, asked her Region to do two things, and I'm asking the same two things of our talented membership:

1. Think about what activities you would like us, your Board of Managers, to schedule -- things that you'd enjoy participating in. Are there certain places you'd like to visit? One-day tours you'd like? Weekend tours? Weekend overnights? Seminars -- technical or otherwise? An event for a few hours rather than all day? The Board would love to have your input, your ideas, no matter how rough they may be. Yes, we'd like new ones, or repeats if you really liked something we've done before. So please take a few minutes and let one of us hear from you:

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(cont'd on p. 4)

2. Make an effort to attend at least one activity before the end of the November -- and bring a guest! We have a driving tour July 20-22; a Pub Night on a date to be determined; the picnic at the Schaevitz's on September 16; the Fall Tour on October 21; our Annual Dinner and Meeting on November 7; and the Before-We-Put-'Em-Away Tour on November 18. In addition, we have many national events on our schedule, like the Radnor Hunt Car show in our own back yard on September 10; and the ever-popular Hershey Car Show October 10-13, where we as members can attend and enjoy the camaraderie of other CCA members.

So there you have it! Give us your input, come to at least one event with a guest and enjoy your club, the Delaware Valley Region of the Classic Car Club of America!

See you down the hard road!

Thym Smith

KEYSTONE CAR-AVAN

Sept. 9 – 15, 2007

Our neighboring Keystone Region is sponsoring a Country Roads CARavan in September. It is to be a hub tour, so they will stay at the same hotel all week, visiting Ohio, West Virginia, and the Laurel Mountains of Pennsylvania.

Accommodations are 24 miles south of Pittsburgh at the newly renovated Holiday Inn Meadow Lands, conveniently located near Interstates 79 and 70 with ample parking for trailers. The special room rate of \$99.00 plus tax, for a single or a double, includes a breakfast buffet every day. The hotel is at 340 Racetrack Rd, Washington, PA 15301. Phone (724) 222-6200.

The CARavan includes:

- Leisurely tours on country roads to impressive car collections.
- A visit to Frank Lloyd Wnght's "Falling Water," acclaimed as "the best all-time work of American architecture" (www.fallingwater.com) and "Kentuck Knob" designed by Mr. Wright at the age of 86 (www.kentuckknob.com).

- Brunch at world-class Nemaacolin Woodlands Resort and Spa (nemaacolin.com)
- A bus tour to Pittsburgh to visit a choice of museums – The Heinz History Museum affiliated with the Smithsonian (www.pghhistory.org) or Frick Art and Historical Center, a fine art, car and carriage museum, (www.frickart.org). There will also be a sternwheeler cruise on Pittsburgh's three rivers and dinner on Mt. Washington overlooking Pittsburgh's skyline.
- A visit to historic Oglebay Resort and its 16-acre re-creation of the turn of the 19th-century gardens (www.Oglebay-resort.com)

The estimated activity fee of \$550.00 includes five dinners, four lunches, and transportation and fees to museums. For further information, email Jon Leimkuehler at jonleim@yahoo.com or call (412) 835-4593.

!!! NEWS FLASH !!!

TOURING THE DELAWARE --

Metro Style

Our friends and neighbors, the Metro Region, have scheduled a wonderful weekend at Shawnee on Delaware, PA, in May 2008. If you've ever been there, you know that it's right on the banks of the Delaware River in a beautifully scenic location.

People who have Classics will want to drive them, but any vehicle is welcome. If you go, you should plan to arrive on Thursday, May 15, because it's to be a two-day driving tour. On Friday, May 16, cars will visit Gifford Pinchot's estate, the Walpach Inn for lunch, a car collection in Branchville, and drive through the Delaware River National Recreation Area. On Saturday, May 17, they will go south along the river, to Steve Babinsky's farm in Alpha for lunch, then a winery tour, and back to the Shawnee Inn for dinner. Each day's travel distance is expected to be about 100 miles, along scenic back roads.

Metro needs to know how many reservations they can count on in order to guarantee at least 35 hotel rooms. So, if you're even thinking of attending (and you really should!), contact Grace Gluck right away: You can reach her by phone at 908-876-3565; or by e-mail GGluck@metrocca.org.

Spark Plug Wires

[From Champion Service corner, Nov. 1965]

“Leaky” spark plug wires, like leaky boats, will let you down fast, especially in the presence of water. Many of us are prone to ignore the condition of spark plug cables and will blame poor engine performance on other components, especially if the cables “look good.” With plug cables and boots resting against the air cleaner or any part of the engine, a voltage leak can cause poor engine performance when the electrical charge has a path of least resistance.

There is a simple way to check the insulation qualities of plug cables and distributor cap boots and it only takes a few minutes to do it.

First, you need a grounding wire of some sort; a jumper wire with a clip on each end works fine. Fasten one clip to a good engine ground; then clip the other end to a screwdriver shank to use as a probe.

Now, start the engine and remove the plug cable from a plug. Then, with the engine running, probe around the coil high tension lead and its boot. If you see any sparks jumping from the coil boot or lead, the cable and boot should be replaced. With the engine still running, probe around the disconnected plug cable and boot, and check again for sparks, before reconnecting the cable.

Check the remaining cables in the same manner. Replace any lead assembly that shows leakage. Better yet, replace all of the plug cables and boots. If one or two have deteriorated, chances are the rest will soon give trouble.



**Jim Boughter, left, and Thym Smith, right,
and Thym’s Packard**

CALENDAR OF COMING EVENTS

Plan to attend and bring a friend.

2007

July 14 Grand Classic, Chesapeake Bay Region

Sep. 9-15 Keystone Country Roads CARavan

Sep. 16 Picnic at Howard Schaevitz
Edgewater Park, NJ
Phone: 509-386-3466

Oct. 10-13 Hershey Eastern Antique Auto Show

Oct. 21 Fall Foliage Tour – Tom Gatley, Host
tgatley@comcast.net

Nov. 7 Annual Dinner and Meeting
Little Inn, Media, PA.
Thym Smith, Host; Phone: 302-573-5287
TSmith3557@aol.com

Nov. 18 Before We Put Them Away Tour
Robert Franz, Host; Phone: 215-355-2048
bentleyrty@aol.com

Dec. 2 Holiday Party, Cock & Bull Restaurant
Lahaska, PA. Thym Smith, Host. Phone:
302-573-5287
TSmith3557@aol.com

2008

Jan. 10-13 CCCA Annual Meeting, Seattle, WA

May 3-25 Classic Europe CARavan

May 31 – June 1
Grand Classic and Grand Experience
CCCA Museum, Hickory Corners, MI

Oct. 12-18 Delaware Valley Region CARavan

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WHAT OIL TO USE

The Bumper Guardian, the newsletter of the Pacific Northwest Region, carried an interesting article about the kind of oil to use in vintage cars by Gary Russell. Gary advises using a Diesel rated engine oil, which can be bought at an auto parts store. The most commonly seen is 15-40, which is perfect for older engines. Some stores carry 15-30, which would be a better choice for a newly rebuilt engine.

He gives several reasons for his recommendation.

1. The diesel rated oils contain more dispersants and detergents, so they clean the engine quite well. This is important in the case of older cars because, prior to the PVC valve, the engines really didn't breathe that well except at highway speeds. As a result there was always a buildup of sludge and condensation.

2. The diesel rated oils have additives that combat condensation. This is because many diesel engines are used in marine applications where there is extreme dampness and they sit unused for long periods of time. Diesel engines also power many stand-by generating plants where they can sit for months or years and then suddenly have to perform at peak capacity. Vintage cars tend to sit for months through the winter, so there is a direct connection.

3. The older oils had a rating of SL, which referred to the zinc-phosphate compound that was in them to protect the sliding surfaces from wear, such as between the camshaft and lifters. The modern oils are designated SM and do not contain this additive which is not needed for modern engines with overhead cam and roller cams with no sliding surfaces. The diesel rated oils contain the SL rating and have the necessary additives.



Mermie Karger and her Rolls (n.c.) at Radnor

CLASSIC (?) HUMOR

The following information was copied from *High Beam*, the publication of the Ohio Region. It gives translations of what you can read in an old car ad.

Older restoration	Can't tell it's been restored.
Needs engine work	It's been frozen for 30 years.
Uses no oil	Just throws it out.
No rust	Body and fenders missing.
Rough	It's too bad to lie about.
Not time to complete	Can't find parts anywhere
Rebuilt engine	Has new spark plugs
May run	But never has
Prize winner	3 Hard Luck Trophies in a row
Stored 25 years	Under a tree
Real show stopper	Orange with purple fenders
Easy restoration	Parts come off in your hands
Ready to show	Just washed it
Top good	Only leaks when it rains
Good investment	Can't depreciate any more
Needs interior	Seats are gone
Rare model	Nobody liked them when they were new either.
29 coats of hand-rubbed paint	Needed that much to cover rust.



Bob Briglia's '33 Packard at Radnor

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The Classic Car Club of America is a nonprofit organization incorporated under the laws of the State of New York. The Club seeks to further the restoration and preservation of distinctive motor cars produced in the period from 1925 through 1948, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire the finest examples of automobile craftsmanship. A demonstrable interest in Classic Cars is a requirement for membership.

Membership in the national club is a requirement for membership in any of its regions but there is no restriction on the location or number of regions which a national member may join.

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Deadline for next issue, September 15, 2007

DVR members are invited to submit articles about car events, items of general interest to members, stories about specific Classic cars, etc. to the Editor.

Advertisements

Members' ads will be published free of charge and will also appear on DVR's website www.dvrccca.com. Paid classified ads are accepted from non-members. For more information, or to submit ads, contact:

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To whom this may concern

I hope you can be of some assistance. We are looking for a classic car for our wedding. The cars we love are the Cadillacs between 1928 and 1950, Packards (4 seater), and Rolls-Royce, Bentleys, Lincolns. If someone is not able to drive and rent one of these, any of the American classic cars like the Stutz are great too.

Details:

Wedding date: May 24, 2008 3:00pm
Pick up Bride - 62 east Logan, Philadelphia, PA
Ceremony location - 259 Forest Ave., Ambler, PA (20 min. from bride)
Photo location - not yet set (no more 20 min. away from ceremony site and reception site)
Reception location - not yet set.

If someone is able to help us out on our very special day, there is not enough thanks we could offer. Please contact with fees and special rules that we may need to follow.

Thanks in advance

Tom and Candace

CandaLa2@aol.com

WOMEN IN TRANSPORTATION

[from RoadMap, North Texas Region]

Prior to the manufacture of Henry Ford's Model A, May Anderson was granted her first patent for a window cleaning device in November, 1903. Her invention could clean snow, rain, or sleet from a windshield by using a handle inside the car. Her goal was to improve driver vision during stormy weather.

The automobile gave women ample opportunity for invention. In 1923, of the 345 inventions listed under "Transportation" in the Women's Bureau Bulletin No. 28, about half were related to automobiles and another 25 concerned traffic signals and turn indicators. Among these inventions were a carburetor, a clutch mechanism, an electric engine starter, and a starting mechanism.

During the 1930's, Helen Blair Bartlett developed new insulations for spark plugs. A geologist by training, her knowledge of petrology and mineralogy was critical in the development of innovative uses of alumina ceramics.



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DELAWARE VALLEY REGION

**CLASSIC CAR CLUB OF
AMERICA**

56 Medford Leas, Medford, NJ 08055

GASOLINES FOR CLASSICS

[Editor's Note: The advice in this column is taken from information found in other regions' newsletters.]

Drivers of Classics are likely to know that modern gasolines can cause vapor lock problems and gum up carburetors and intake valves. An article in *Car and Driver* (August, 2005) had an article entitled "Your Car is a Temple So Put in the Good Stuff." The article's focus was on clogged fuel injectors and sticky intake valves, but Classics don't have those things. Classics DO have carburetors which can gum up and cause rough running and, if the fuel sits long enough, can keep the car from running at all.

The article went on to focus on the amount of detergents in various gasolines, because more detergents is better and different brands contain different amounts. It gave a website where you can read more about this: www.toptiergas.com.
