



The Classic Driver

DELAWARE VALLEY REGION NEWSLETTER
CLASSIC CAR CLUB OF AMERICA



Don Peterson's Packard Speedster convertible



Gene Perkins' 1937 Delahaye Sedan



David Kane's 1934 Cadillac Convertible Sedan

CCCA ANNUAL MEETING: A GREAT MIDWEST EVENT

The Classic Car Club of America (CCCA) national meeting was held in Cincinnati, January 7-10. Your Regional Director attended the national membership meeting, the national Board meeting, the Museum membership meeting, the Regional Relations meeting and the Editors meeting.

I have long maintained that it is important for the members to attend these meetings so that the Region is properly represented. Any member of CCCA can attend these important meetings. It is an opportunity for you to express your opinions and contribute to the Club. As your Regional Director I also have a vote on the Board.

At the national membership meeting, several issues were covered.

--Dave Schultz, national director, gave a comprehensive presentation on the CCCA website and the plans to link it to the Regions. The website is www.ccca.org and I would encourage you to visit it. You should visit our site as well: ccca-dvr.org. Plans are ongoing for the CCCA site.

--The Town and Country issue was covered and the January issue of the Bulletin covers this in more detail.

--The biggest issue is CCCA headquarters, damaged by a flood in the fall. National is working to resolve this and the records vital the Club.

--New members elected to the Board are: Steve Roak, Dave Schultz, Bob Joynt, Dick Ayres, Tom Jones and Tom Quick.

I am pleased to announce that the Delaware Valley Region dinner received "Runner up" for participation in the Activities and Performance category at the awards. We competed against all the other Clubs in the nation. Thank for your support. We should be very proud of this award.

The other meetings covered CCCA business, and the minutes will be printed in more detail in the Bulletin. I also have copies of the minutes that I can e-mail anyone who is interested.

One of the Collections we saw was that of Harry Yeager. He recently won Best of Show at Pebble Beach for his Marmon Meteor, which was on display. He also has three Packard LeBarons, all on display among his unique collection.



1933 Lincoln Victoria Coupe

I attended the show and judging event on Saturday morning. The quality of the Classics® was outstanding, including a beautiful 1937 Delahaye owned by Gene Perkins and a 1934 Cadillac Convertible Sedan shown by David Kane of New Jersey, both shown on page 1 of this issue.

The next annual meeting will be January 6-10, 2010 in San Diego and Palm Springs. I urge all of you to consider attending.



September 18-26, 2009
The Spirit of St. Louis Region
would welcome your presence

DIRECTOR'S COLUMN

by Thym Smith



Here we are in 2009 and the Delaware Valley Region has an exciting schedule that we're putting together. The schedule is printed later in this issue. You will notice that there are a few blanks as to exact dates, because we are still finalizing details as we go to print!

This year we will be doing a joint event with our neighboring region, the Chesapeake Bay Region. They have graciously invited us to join them for a Spring Tour on Maryland's Eastern Shore, April 25-26. On Saturday, April 25, we will travel to Easton and visit the Henry Petronis Collection. This is a wonderful collection of 40 beautiful cars. Later in the day we will have dinner together and spend the night in Easton or St. Michaels. On Sunday we will visit the John North Collection. I hope many of you can make it as it will be a fun weekend with fellow CCCA members!

I have just returned from the Classic Car Club's Annual Meeting in Cincinnati. I was very pleased to represent our region at all of the meetings. I am proud to announce that, at the Awards Banquet, the Delaware Valley Region received Runner Up in the Activity Award category for Activities and Performance. It is your support and dedication to our Club that made this award possible.

My more detailed report of the Annual Meeting appears later in this issue.

On a final note, this is my last year to serve as your Regional Director. By national policy, the Director is

only allowed to serve three years. I mention this because the board is looking for volunteers to serve on the Board and in leadership positions for 2010 and beyond. If you are interested, or you know someone who is interested, please feel free to contact me or another Board member. We like to have fresh faces serving the Club. It does not take a whole lot of time and, best of all, it's lots of fun!

I look forward to seeing all of you at our events in 2009. If you haven't attended before, don't be shy. We're an informal group that has a lot of fun and you'll enjoy it. See you down the Hard Road!

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ANTIQUES & CLASSICS IN PENNSYLVANIA

DVR Members who live in Pennsylvania should know about that state's definitions of "Antique" and "Classic" motor vehicles.

An Antique Motor Vehicle is one manufactured more than 25 years ago which has been maintained in or restored to a condition which is substantially in conformance with manufacturer specifications.

A Classic Motor Vehicle is one manufactured at least 15 years ago, but not a reproduction, which has been maintained in or restored to a condition which is substantially in conformity with manufacturer specifications and appearance.

Permitted use of cars bearing Antique and Classic Registration Plates is limited to participation in club activities, exhibits, tours, parades, occasional transportation, and similar uses. "Occasional transportation and similar uses" is defined as one day a week.

Classic vehicles are subject to annual vehicle safety inspections. Antique vehicles operated exclusively between sunrise and sunset are exempt from the normal lighting requirements, but must have their original lighting equipment. Antique vehicles are not subject to annual vehicle safety inspection. Neither antique nor classic vehicles are subject to emissions inspection.

“BEFORE WE PUT ‘EM AWAY FOR THE WINTER” TOUR Nov. 23, 2008

by Jim Boughter

This annual tour was again hosted by Ann and Robert Franz. Peddler's Village in Lahaska, PA, was the starting point for about 50 entrants in a diverse, interesting group of cars including classics, British sports, and modern cars. Participants included members of DVR, the Bentley Drivers Club, and the Delaware Triumph Club. Unseasonably cool weather made most owners keep the tops up, but a few hardy traditionalists braved the cold with them down.

The tour was prepared by Charlene and Dave Hutchinson of the "Ragtops and Roadsters" restoration shop. It carried us through some beautiful areas of Bucks County, PA, on two-lane roads and through five covered bridges. Where but Pennsylvania can that happen? As explained in the tour instructions, the bridges were built between 1832 and 1874 with generally the same construction techniques. That they have lasted so long is evidence that the roofs played a valuable part in extending their life spans.

These bridges were called "kissin' bridges" because they were like dark tunnels inside, and a young man and woman from town in a horse drawn buggy would often linger to steal a few kisses. Meanwhile younger brothers and sisters would observe from places in the rafters.

The tour took about 1½ hours of fairly brisk driving (if no serious directional mistakes were made) over roads that seemed to have been designed for sports cars. It ended at the "Rag Tops and Roadsters" shops in Perkasio, PA. There we enjoyed refreshments, and a guided tour to see various cars under restoration, mostly British made vehicles, although they will work on almost any vintage car. The shop takes on all kinds of mechanical and body restoration, and obviously has experienced technicians performing the work.

This was a fine, if cool, day and we enjoyed a very well laid out tour over interesting roads in beautiful countryside. We are indebted to DVR members Ann and Robert Franz for hosting, and to Charlene and Dave Hutchinson for preparing the tour and opening their restoration shop to the group on a Sunday.

EASTERN SHORE EXCURSION

The Chesapeake Bay Region has invited DVR members to join them for a weekend on Maryland's Eastern Shore. On Saturday, April 25, the tour will travel to Easton, MD where they will visit the Henry Petronis collection. Henry has a collection of some 40 Classics®. Many are European, but some are American. All are drivable and registered for highway use. Most are from the 20's, 30's, and '40's. It is considered to be the most valuable collection in the state of Maryland.

Later that day, those on the tour will dine together before spending the night at either the Holiday Inn Express in Easton or the Best Western in St. Michaels.

On Sunday, April 26, they will visit the John North collection in St. Michaels. John's collection is small than that of Henry Petronis, but it contains several highly valuable and interesting Classics®.

So plan to spend a spring weekend on Maryland's beautiful Eastern Shore.

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*Northern California Region
presents*

THE FAR OUT WEST CARAVAN

June 11 to 20, 2009

It's not too late to sign up! Come along with us on a fun-filled tour of some of the most scenic places in the western United States. We begin and end in Sacramento California, with easy flight connections and good facilities to receive shipped cars.

During this ten-day event we will tour picturesque parts of northern California and Nevada with stops at Yosemite National Park, Mono Lake, Mammoth Lakes, Carson City, Lake Tahoe and several historic Gold Country mining towns. Our route features specifically-chosen scenic roadways that will make the journey every bit as enjoyable as the destinations. Our hotel rates will be reasonable, and the food is a wonderful mix of local cuisines.

For the automotive-inclined, we will tour both the National Automobile Collection (formerly The Harrah Collection) in Reno and the Towe Auto Museum in Sacramento. Two private auto collections are also on our itinerary, as is lunch at a Club member's Nevada ranch.

The activity fee is estimated at \$750 per person. Join us on this western adventure!

For further information, please contact CARAVAN coordinators:
Steve Roake [at toetsteve@aol.com](mailto:toetsteve@aol.com) or

Ed Gunther at (408) 269-0191.

COOLING SYSTEM PROBLEMS IN CLASSIC CARS

by Jim Boughter

In the Fall issue of *The Classic Driver* was an article entitled "Girl Talk" by editor Kitty Katzell, part of which humorously [I think] detailed Ray and Kitty's travails with their Stutz boat-tailed speedster in 1993. There was a persistent problem with radiator overflow. After going through a 5-part process to clean the cooling system, the car still had an overflow problem.

I can fully relate to this because I had an identical problem last spring with my '34 Packard. The water pump would gradually push coolant out the overflow pipe, and the engine would overheat. Because the cooling system had been thoroughly cleaned when I restored the car and held only clean, clear coolant since then, I was mystified. I took the top and bottom hoses off and examined them. They looked new. I took the water pump off [twice] and could find no problem with it. Fred Allen came over and we tested the flow from the water pump, and the radiator, and could find nothing wrong. We then checked the water temperature against the dashboard gauge and the gauge was accurate.

Then I read an article in a car magazine discussing anew, safer antifreeze that has a propylene glycol base, rather than ethylene glycol [the most common in use today]. The new antifreeze has at least two favorable attributes -- one, it is non-poisonous and therefore accidental ingestion by animals or humans is not fatal. Secondly, it has a higher boiling point [250° F] than ethylene glycol, and is used full strength in some racing cars because they perform better at higher temps. Cost-wise, it is the same price as ethylene glycol at Walmart. I put this new coolant in my Packard with limited success. Even at higher temperatures it didn't boil, and the car ran fine, but I couldn't keep the radiator topped up. A certain amount would still escape through the overflow pipe and the car ran hotter than I thought it should. I had previously checked for a leaky head gasket and knew that wasn't the problem. At that point I decided to wait for cooler weather.

Then, just by luck, a friend, who knew about my problem, bought an old paperback book at Hershey published in the 30's by the Society of Automotive

Engineers. It was devoted to cooling system problems in cars prior to the advent of pressurized systems in use today. One of the most stressed points in the book was to be sure there is no leakage at the water pump shaft, not even a tiny one. Most antique car people don't worry much about a small water pump seal leak because it is easy to put in a little more coolant. But the book pointed out that this is not a small problem because, as the water pump impeller turns, especially at road speeds, it will pull air thru that small leak. The impeller creates a vacuum condition since it is easier to pull air in than it is to pump water. Large quantities of air are pulled into the cooling system, which displaces part of the liquid out of the overflow pipe or radiator cap. The air bubbles also act as an insulator in the engine passages and radiator, seriously reducing the cooling ability of the anti freeze-water mixture, and causing the engine to run hot.

After reading this I backed the water pump nut off far enough to insert some more packing in the pump and retightened the nut. [Retighten while the pump shaft is turning.] I topped up the radiator and went for a ride. End of problem. No more overheating.

I believe the problem with Kitty's Stutz pushing coolant out of the radiator cap was probably caused by a small leak around the water pump shaft.

Subsequently a friend and new DVR member, after hearing my story, said that he cured the pump shaft leakage problem on his L-29 Cord by measuring the pump shaft diameter and buying a modern neoprene seal to fit the shaft at an industrial supply store. He removed the large water pump nut and had it machined inside to fit the outer diameter of the seal and pressed the seal into place. He then reassembled the nut on the pump. No more leakage. I'm planning to do the same thing on my car next spring.

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A REMINDER

The flood that inundated CCCA offices has put a strain on their budget. They need our dues to pay for the administrative costs. So remember that your dues are critical to the Club's operations. Also Regional members need to pay National dues to be members in good standing.

CALENDAR OF COMING EVENTS

Plan to attend and bring a friend

[Board sponsor listed with DVR events in bold]

2009

Mar. 7 **Tech Meet at Dick Frawley's shop**
in Parkesburg, PA.
Mort Sork, 610-664-4295
jp.mort@cavtel.net

Mar. 13-15 Amelia Island Concours

Apr. 25-26 **Maryland's Eastern Shore Excursion**
Joint Spring Tour with Chesapeake Bay
Region, to Petronis collection in Easton
& John North collection in St. Michaels
Thym Smith, 302-573-5287
TSmith3557@aol.com

Apr. 28 Grand Classic, Metro (New Jersey)

June 7 Grand Experience, CCCA Museum
Hickory Corners, MI – featuring
Senior cars

June **Visit to Simeone Museum Collection**
Harold Schaevitz, 856-287-2111
Schaevitz@gmail.com

July **Pub Night**
Harold Schaevitz, 856-287-2111
Schaevitz@gmail.com

Sept. 14 Radnor Hunt Show

Sept. 18-26 *Rivers, Roads, & Rhythms CARavan,*
Spirit of St. Louis Region

Sept. 24-27 **Cape May Weekend Meet & Tour**
Howard & Gail Schaevitz,
609-386-3466; haschaevitz@aol.com

Oct. 7-9 Hershey Eastern Region Meet

Nov. 8 **DVR Annual Meeting**
Thym Smith, 302-573-5287
TSmith3557@aol.com

Nov. 22 **Before We Put Them Away Tour**
Robert Franz, 215-355-2048
bentleyrty@aol.com

Dec. 6 **Holiday Party**
Robert Franz, 215-355-2048
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PUBLICATIONS JUDGING

by Kitty Katzell

Members of DVR receive four copies of *The Classic Driver* and a copy of the annual *Directory of Members* each year. So, too, do the five CCCA publications judges. Unfortunately, one of the five judges died in 2008, so our publications were judged by only four.

DVR publishes, and sends to the judges, the four issues that come forth each year. The judges' manual gives the region nine (9) points if its newsletter is published four or five times a year. Each of the four judges gave DVR six (6) points, which is the maximum allowed for a newsletter published three times a year.

In the area of Format, which includes paper, layout, and type, DVR's ratings ranged from six (6) to the maximum of ten (10). For photographs and artwork, they ranged from six (6) to nine (9) of a possible ten. The inclusion of technical articles is very important, and they should be original. What technical articles have appeared in *The Classic Driver* during the past year have been copied from (and attributed to) others. Nevertheless, our ratings ranged from two (2) to eight (8). Timeliness of the material was rated 2, 3, 4, and 5 by the four raters.

Your editor's favorite was the rating of our Directory. Three of the four judges gave it the maximum ranking of nine (9); the other judge gave it a zero (0). Maybe they get so much material to review that they can't find what they're looking for when it's time to rate it.

Back when I took statistics, if an instrument lacked in reliability, it could not be valid. The CCCA-VP for Publications told our Regional Director that DVR's editor is "a tough lady." Maybe not "tough"; but certainly bewildered by their ratings

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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