



The Classic Driver

DELAWARE VALLEY REGION NEWSLETTER
CLASSIC CAR CLUB OF AMERICA

RALPH GOES HOME

by Jim Cox

After 19 years and over 50,000 miles of great fun and touring that Bev and I have had, it was time to make a decision about the future for Ralph, our 1930 Auburn 8-125 Sport Sedan. For those who don't know, Bev is Jim's wife, Beverly Rae Kimes.

As many will attest, an automobile somehow becomes more than a car; it has its own personality and is more like a family member. Ralph's future home was very important to us, and several people would have liked very much to give him a new home.



Ralph, 1930 Auburn 8-125 Sport Sedan

After not too much thought and discussion, we made our decision about his retirement home. On a cool rainy night in mid-October, we loaded him on a Blue Highways Transporter and sent him west. We have donated Ralph to the Auburn-Cord-Duesenberg Museum, in Auburn Indiana, where future visitors can see and enjoy him. He is sitting proudly on the Main Showroom Floor, the floor through which he may have passed when he was sold new in 1930.

Matt Short was simply delighted when I first called him about the Auburn and everyone else at the Museum also seemed delighted when the car arrived. As far as I know, this is the only 8-125 long wheel base Sport Sedan extant.

While Bev and I were sad to see him go, we were very happy about where he was going.

DIRECTOR'S COLUMN

Welcome to 2008!

The Delaware Valley Region (DVR) has an exciting year planned and we look forward to seeing new and present members in attendance.

First of all I want to welcome our 13 new members who joined DVR this year! We look forward to getting to know you and having you participate in our events.

Our theme this year is "Touring in '08. This means I hope to see all your Classics at our various events. Yours truly plans to bring his, new motor in place, so I expect nothing less from all of you.

Some of the events we have planned this year include a Tech Meet in February hosted by Jerry Martin; a spring tour in April, graciously hosted by member Whit Ball with some fun touring in Chester County—a new experience for many! We have scheduled a Pub Day Lunch in July with a speaker, which should be great fun! Of course we will wrap up the year again with the "Before We Put Them Away" Tour, always a favorite!

Finally, DVR will be co-hosting the "Independence Tour" Caravan beginning October 12th and running through October 20th. The Caravan will leave from Hershey on the Sunday after the Fall Meet. I am involved in the planning and I can tell you it will be an exciting Tour! We have some special places and events planned, especially in Washington, DC, Baltimore, and Philadelphia. How about a private dinner on a ship overlooking the Inner Harbor as one example? You will want to get your reservation in early for this! Watch the CCCA Bulletin for the application form. Stay tuned for more information on this upcoming and exciting event!

See you down the Hard Road!

Thym Smith



CALENDAR OF COMING EVENTS

Plan to attend and bring a friend!

[Dates in bold are DVR events]

- Feb. 24** Tech Meet at Jerry Martins' plating operation followed by a late lunch.
- Spring** Garage Visit, Tour, and Luncheon
Whit Ball, Exton, PA.
(Date to be announced)
- May 3-24 Classic Europe CARavan
- May 31-June 1
Grand Classic & Grand Experience
CCCA Museum, Hickory Corner, MI
- July 20** Pub Lunch and Speaker
Steak & Ale, Cherry Hill NJ.
- Sept. 14 Radnor Hunt
- Oct. 12-18** Independence Tour CARavan.
Chesapeake Bay and
Delaware Valley Region
- Nov. 9** Annual Dinner
Location to be announced
- Nov 23** Put 'Em Away Tour.
- December** Holiday Party
Date and Location to be announced.



NEW MEMBERS

Welcome to new members who joined DVR in 2007. They'll be in the new *Directory* when it comes out and we look forward to seeing them at future DVR events..

Gary W. Bacon

3 South Branch Way, Rehoboth Beach, DE 19971
Phone: 302-226-9316; email: GWadeBacon@aol.com
'47 Cadillac Model 62 Convertible;

Richard P. Brown, Jr.

1701 Market Street, Philadelphia, PA 19103
Home: 215-963-5001; Office: 215-963-5415
FAX: 215-963-5001
email: rbrown@morganlewis.com

Lewis R. Frame, Jr.

P.O. Box 490, Honey Brook, PA 19344
Office: 610-273-2300; FAX: 610-273-2588
Email: Classics@honeybrook.com
'30 Packard Model 740 Phaeton
'30 Packard Model 740 Convertible Coupe
'30 Packard Model 745 Sedan

Andy & Andrea Jacoby

2300 Valley Road, Huntingdon Valley, PA 19006
Phone: 215-938-8977;
Email: AJacoby@WodcraftProducts.com
'39 Cadillac Model 9033 Fleetwood Sedan, 16-cyl.
'41 Cadillac Model 62 Convertible Sedan

Drew Lewis

P.O. Box 70, Lederach, PA 19450
Home& Office: 610-287-0100; FAX: 610-287-0614
'27 Minerva Model A-1 Le Baron Sport Sedan

Kenneth Lundberg

1 Maxine Trail, Fairfield, PA 17320
Home: 717-642-5506; email: nklundb@earthlink.net
'38 Packard Model 1603 Sedan
'48 Cadillac Model 7523X Formal Sedan

Melasecca, George J.

237 Farmdale Rd., Kirkwood, PA 17536
Home: 717-529-6668
Email: RSSR04@netzero.net
'27 Franklin LB 4-door sedan
'36 Packard 1401 Club Sedan

Richard D. & Gail Munoz

24 Downs Drive, Greenville, DE 19807
Home: 302-994-4547; Office: 215-272-3098
FAX: 302-994-8046; email: risqconsulting@erols.com

Dennis & Ann Marie Nash

391 Stonegate, Wind Gap, PA, 18091
Home: 610-863-3153; Office: 610-905-2163
Email: wobentley@epix.net
'27 Bentley 4-cyl. 3-litre Harrington Tourer

David & Sandra Prueitt

11 Manchester Street, Glen Rock, PA 17327
Home: 717-235-2145; Office: 717-428-1306
Cell: 717-818-2997; FAX 717-235-4428
Email: 222.alprueittandsons.com

Peter Rambis

325 Bobcat Road, Newville, PA 17241
Home: 717-249-8858
'30 Cadillac Model 452 V-16 Fleetwood 4-dr.
'31 Cadillac Model 335A Fisher Coupe
'32 Buick Model 91 Fisher Club Sedan

Rob & Chevonne Robison

P.O. Box 243, Yorklyn, DE 19736
Home: 302-239-4096; Office: 302-239-2247
FAX: 302-239-2554; email: robscads@comcast.net
'33 Cadillac 355C All-Weather Phaeton
'35 Cadillac 355D Convertible Sedan
'41 Cadillac Series 61 Convertible Coupe
'42 Cadillac Series 62 Convertible Coupe
'47 Cadillac Series 62 Convertible Coupe
'47 Cadillac Series 62 Convertible Coupe

Frederick Simeone

301 S. 8th Street, Philadelphia, PA 19106
Home: 215-816-7000; Office: 215-829-6700
FAX: 215-829-7747; email: fasimeone@comcast.net
'37 Cord Model 812 Coupe
'35 Auburn Model 851 Speedster
'38 Alfa Model 2900B Touring Spider



FALL FOLIAGE TOUR

by Jim Boughter

The Fall Foliage Tour on October 21 was organized by Thom Gatley. In some ways, it was an exercise in futility, as it was meant to be. Thom opted to have a "Hare and Hound" tour, a diabolical scheme meant to confuse all participants equally. I'm not sure about the other participants but it certainly worked on us. The whole insane idea behind "Hare and Hound" [don't ask me how that name was derived] is that at every intersection there are two, three, or more ways to go forward, but only one is correct. About a hundred yards from each intersection a pair of colored ribbons are placed on a tree trunk, pole, fence post, etc. on the correct road, but out of sight when the intersection is reached. The navigator and driver must opt [guess] a direction, and if they don't find the colored ribbons within a short distance must reverse course to the intersection and try an alternate road until the ribbons are seen. The clutch and reverse gears get a real workout on this type of tour. Odometers are checked before starting the tour and the winners are the team who complete the tour in the shortest distance.

The tour started on the Pennsylvania side at Washington Crossing, went over the narrow iron Delaware River Bridge, and progressed north and east through beautiful, rural, New Jersey countryside. Outstanding sunny weather called for top-down driving and several teams did just that. The tour was on two lane blacktopped lightly traveled roads. Except for the trauma of deciding which way to go at intersections, we had opportunities to enjoy the beauty of the area.

At the outset, our team found the first set of ribbons easily. We couldn't find the next set in either direction of the "T" intersection. We quickly reversed course again. Dick and Alice Prizer were coming from the opposite direction, and obviously lost too, and Alice told us that the two colored ribbons meant that we were going in the wrong direction, so we set off again. No ribbons to be found. I then read the instructions for the tour which clearly stated that the two ribbons denoted a CORRECT direction. Somehow the Prizers got to the destination with less mileage than we did. No insinuation meant, Alice!

The tour ended at a restaurant in Hopewell, a small quaint town where we sat outside under an umbrella at a table and waited for teams to arrive who were more confused than we were.

Meanwhile Thym Smith had called to say that he'd had an engine breakdown near Philadelphia and had to get his '35 Packard hauled back to his home in Wilmington. We waited for him to arrive by modern iron and all had lunch together. Thom Gatley had planned to award a bottle of wine to the "Hare and Hound" tour winners, but we decided by acclamation that Thym Smith should have the wine to assuage some of the pain he was suffering and will suffer from the engine failure.

The tour was all in good humor, on a great day, and we all thanked Thom Gatley for organizing and running it for our pleasure--- and consternation?



DUES & DIRECTORY

By the time you receive this issue of *The Classic Driver*, your 2008 dues should have been paid. They were due by January 4. The *2008 DVR Directory* will include only those whose dues have been received. If you receive this issue of *The Classic Driver*, it means you have paid your dues or notified Kitty Katzell that you intend to do so. Dues are \$22 for members, plus \$2 for associates (spouses), and they were to have been sent to DVR-CCCA, 56 Medford Leas, Medford, NJ 08055-2221



ANNUAL MEETING

by Jim Boughter

Because Mermie Karger agreed to speak about her cross country trip in her Rolls P-III, the club had a fine turnout of 43 people for the DVR Annual Dinner meeting at the Little Inn in Media, Pa.. The inn was recently acquired by new, eager owners and our dinners were very well prepared, and served by attentive waiters.



Regional Director Thym Smith

In remarks by Regional Director Thym Smith, we learned that our club membership has grown, and that some new, interesting events are being planned for 2008. Thym introduced all the Board members for next year, and thanked retiring board members Fred Allen and Joe Rogers for their many years of valuable service.



Right to left: Bob Brod, Dave Browne, Jerry Gillespie & friend, Nancy

Thym then introduced Mermie Karger who gave us a complete history of her Rolls P-III including the names of the first owner, in addition to the car's family tree of all subsequent owners. It was quite a challenge to research all this information. At one time the chassis was changed to a handsome sedan body from another Rolls, and after buying it, Mermie and her late husband Ken had the body exterior repaired and repainted. The car was later taken to England where much of its history was discovered by talking with dealerships, mechanics, previous owners, and the body designer of the car. Also, the Rolls factory in Crewe, on request went through files from their various departments and came up with information on work done on the car after it was built. Slides accompanied Mermie's presentation and included pictures of previous owners and a picture of the car with its designer. He noted that the finish on the body was better than the factory finish.

Mermie then recounted her attempted cross-country tour in the P-III. Before departing there were some unusual engine noises noted, but she decided to go anyway. The Rolls made it to Colorado, but then some expensive sounding noises emanated from under the bonnet, and a forced stop was made in a quaint little town called Ault, where very friendly, helpful people live. The upshot was that the trip had to end there.

When the car arrived back east, Mermie helped to dismantle the V-12 engine, and discovered some serious wear on the valve cams and followers, and several pistons with holes burned through the tops, broken piston tops, and some pulverized piston rings. This damage will require a serious engine rebuild, most likely starting with all new pistons, rebuilt or new camshafts, cam followers (tappets), and possibly new cylinder liners. Wow!

Mermie is an intrepid traveler, and despite hearing of all the engine problems, we enjoyed her presentation of the vehicle history, and her friendly encounters with all the people she met along the way.



HOLIDAY PARTY

by Gail Schaevitz

The room at the Cock & Bull Restaurant in Lahaska, PA, was abuzz on December 2 at the DVR Holiday Party. People were catching up on news of their friends some of whom hadn't seen each other for a year. The silent auction tables to benefit the Sunshine Foundation had a broad range of objects ranging from Pebble Beach Concours d'Elegance portfolios to cases of motor oil.

Bill Sample, of the Sunshine Foundation, gave an update on the many things his organization is doing this year, including taking kids to Disneyland. Robert Franz explained that Disney doesn't help in any way, not with the costs of travel or with admission to the park; it is all done entirely by the Sunshine Foundation and its contributors.

Robert announced that Whit Ball, whose company makes fine restoration hardware, had offered to make a limited number of beautiful Christmas pins (one was sported by Ginny Gatley) to benefit the Foundation. In addition to buying Whit's pins and things through the auction, some people made donations to what we all believe is a good cause.

Howard and I were happy to sit at a table of mostly Bentley people in order to get to know them better. We table had some interesting discussions, from shrines to car marques, and family dynamics to ways to handle issues with grown children! Jack Grocki brought up a memory he has of the combined affair years ago with the DVR and the Railroad at Allaire State Park.

Howard reunited with Whit and Lynne Ball - Whit was on the DVR board in the 60's and early 70's, and they had much to reminisce about. We got to see Ed and Mary Rowan with whom we got acquainted on a CARavan years ago. Ginny and Whit's joking showed the playful dynamics of the groups' members.

Robert Franz talked about the good works of Bill Sample and the Sunshine Foundation. Thym Smith gave a rundown on the upcoming DVR/CBR CARavan and showed two DVDs. First was the CCCA Museum at Hickory Corners, Michigan, followed by one about the Sunshine Foundation.

The food on the plentiful buffet was delicious with a lot of choice. Beautiful mixed garden salad, meats and fish, and several vegetable choices. Desserts were apple betty and pecan pie.

The youngest person at each table got to keep the centerpiece -- a spray can of tar remover! Of course, we don't know what discussions led to finding the youngest at other tables, but I beat one other person at our table by 11 months!

Attendance

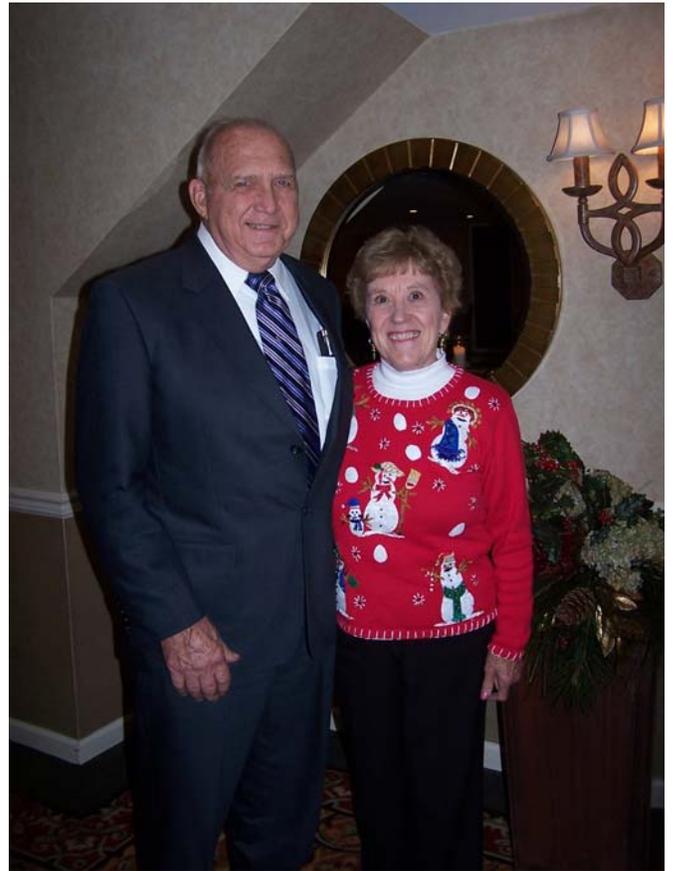
Ben & Emily Abbate
Whit & Lynne Ball
Mike & Vicki Barrussa
Robert & Joan Brod
Ted Bunker
Warren & Barbara Carr
Bud & Barbara Coleman
Robert & Ann Franz
Thom & Ginny Gatley
Jack & Kathryn Grocki
Harry & Lorraine Henrich
Phil & Pat Hoge & guest
Jack & Nancy Holtz
Don & Dawn Ledden
John & Sandi Matson
Jamie Morris
Richard & Alice Prizer
Robert & Judy Ries
Ed & Mary Rowan
Bill Sample
Howard & Gail Schaevitz
Robert & Anne Simicsak
Thym & Lynn Smith
Mike Ziegler
Joel & Michon Zober
Karl, Marie, Betty, & Chris Zoller



See pictures on pages 7 and 8



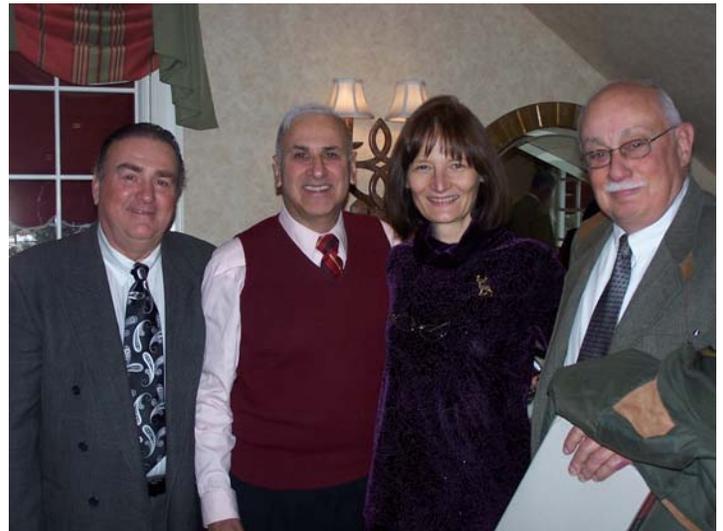
Lynne & Whit Ball



Bob & Judy Ries



**Back: Tom Gatley, Marie Knovak, Dick Prizer
Front: Karl Zoller, Betty Zoller (Karl's mother),
Chris Zoller (Karl's son)**



Joel Zober, Howard & Gail Schaevitz, & Warren Carr

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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 these 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, March 15, 2008

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, Kitty Katzell.



Thym Smith between Bob & Joan Brod



Dawn & Don Ledden, with Ted Bunker



Katherine Grocki, Ginny Gatley, & Mary Rowan

Delaware Valley Region



NEW OILS NO GOOD FOR OLD CARS

by Hank Antonioli
Honesdale, PA

[Editor's Note: Newsletters from the other regions of CCCA all seem to be carrying articles about the problems caused by the new oils. Thanks to DVR member Hank Antonioli for writing this one. *The Classic Driver* carried another article on the new oils in its July, 2007 issue. So forewarned is forearmed. K. Katzell, Ed.]

Like every one reading this article, I am an old car enthusiast. I am not an engineer or a master mechanic, nor do I claim to be. I have a few old cars and I like to work on them as well as drive them. When I first heard of this oil problem I spent some time trying to understand it without all the technical terms.

If you are involved in the old car hobby, I am sure you have heard of the detrimental effects of new oils. Until now, modern detergent oils were the best way to go with re-built engines, as they drastically reduced sludge and kept everything inside clean. Detergent oils contain friction modifiers, anti-corrosion, anti-wear, and foaming additives. Many re-built engines would last two to three times longer than the originals with the vintage oil.

Oil companies have been cutting back on the use of zinc (Zn) and phosphorus (P) as anti-wear additives. Recent research has shown that an additive ZDDP, which is zinc dialkyl dithiophosphorus, was harmful to catalytic converters, which are in most modern cars. The answer was to use a Series Three or a Diesel Motor Oil, as they had all the additives and then some, because diesel engines need high quality oil.

Within the last year, with strict emission control standards, large road tractors are now equipped with catalytic converters and this is causing a drop in the ZDDP levels in diesel motor oils. In the workings of the engine, the main and rod bearings ride on a cushion of oil to avoid the metal-to-metal contact. So what is the problem? The answer, as I determined, is that the camshaft lobes and lifter rotation are more of a friction contact. This is different and this is where the ZDDP comes into play, as it coats the metal itself. Most modern engines have some type of roller on the cam-lifter assembly and the new oils don't affect it. Many rebuilt engines were having camshaft wear problems at 1500 to 3000 miles and it was determined that the oils were the culprit.

There was a write up about this most recently in "Vintage Truck" magazine whereby many inline GM 6-cylinder engines, mostly 50's and 60's vintage, were prematurely wearing down the camshaft lobes. After much testing, it was determined that the new oils were the culprit. Some day in the future there may be old car specialty motor oils. Until then, you should use an additive to raise the ZDT and P levels. Many mechanics are recommending addition of an oil additive made by General Mm called EOS (Engine Oil Supplement) or GM Cam Lifter Prelube at every oil change. This is an excellent choice. STP is also a good choice. Note: the blue bottle does not have as much additive as the STP four-cylinder treatments, and the red bottle has no oil thickeners in it. Either one would be sufficient. A target of 0.12% is ideal for Zn and P levels as documented in the 1977 SAE journal titled "Cam and Lifter Wear as Affected by Engine Oil ZDP Concentration and Type." They evaluated the performance of these oils in various fleets around the country over the span of many years.

If you would like to research this further, there is a good article printed by LNE engineers (web site: <http://lneengineering.com/oil.html>) which has a lot of the technical expertise on the oils and formulations. It is very informative if you take the time to digest it. Looking forward to seeing all of you at the next show.



JIM BOUGHTER, ARTISTE EXTRAORDINAIRE

The picture at the left was painted by our own Jim Boughter. He painted it from an old black-and-white print, which was probably an advertisement for Lufthansa Airlines. It was entitled "1935 Touring." The model in the print had a hat on to match her gloves, but Jim painted his wife, Gail, instead. The painting is 24" x 30", one of the largest paintings he has done.

Jim is trying to get an accurate ID on the Mercedes in the picture as to model and year. He has had no luck so far. So if any reader can help, get in touch with Jim. He had thought he would contact Bev Kimes about it, but she is currently in the hospital in New York so that will have to wait.



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