

The Classic Driver

DELAWARE VALLEY REGION NEWSLETTER CLASSIC CAR CLUB OF AMERICA

NUMBER 65



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SPRING 2010

Director's Column by Cliff Woodbury

Who is this guy? What's he doing putting his name in Thym's space? Let me explain.

In the last issue, which was, believe it or not, Summer 2009 (No. 64), Regional Director Thym Smith commented that it was time for a change. He was at that time concluding his three-year term as Regional Director, and two other Board members had indicated a desire to also step down.

In the intervening approximately nine months, the transition Thym forecasted in the Summer 2009 issue has taken place – well, almost! See elsewhere in this issue for the members of the new Board.

There has been one other very noteworthy change – Kitty Katzel has stepped down as Editor of *The Classic Driver*. Having never had the pleasure of making her acquaintance, this writer feels completely inadequate to sing her praises. Calling on perhaps my only qualification as a member of her large and enthusiastic readership –

thank you Kitty Katzel for your many years of service to the DVR as the Editor of our newsletter, and in the several other ways you have selflessly contributed your time and energy for our benefit.

As you are reading this, it should be clear that we have been

fortunate to find a highly-qualified new Editor/Publisher for *The Classic Driver* in Sam Fiorani. Sam was the editor of the *SAH Journal* for the Society of Automotive Historians for 6 years in addition to writing for Chilton and various magazines including *Collectible Automobile*.

Back to the new Board; actually, Thym Smith hasn't quite left yet, having agreed to stay on *ex officio*, initially to guide the transition. Also, Thym was Coordinator for the Grand Classic at The Desmond Hotel in Mal-

vern, PA on 16-17 April. About 40 cars were registered for the show on Saturday morning, and over 60 people registered for the event. The Welcome reception at The Simeone Foundation Museum was well attended, and promised to be a fabulous evening, with a tour to be conducted by Dr. Simeone himself [*who couldn't lead the tour because he literally got off the plane from Italy that afternoon*], and a sumptuous buffet dinner with open beer and wine bar.

The new Board has already met twice this year, and has, of course, been concentrating on the Grand Classic. However, the tentative schedule of activities for the year beyond the Grand Classic has also been discussed, and can be found elsewhere in this issue. Please watch the [DVR-CCCA](#) Web site for additional details as they are developed. For now, suffice it to say that the intention is to have the usual number of opportunities for members to get out and enjoy their

cars and the company of friends who share the passion for the Classics.

The Board has also made progress in reinstating the Region's Revenue Project, the sale of Packard (also Buick and some other makes) running board moldings. Inventory has been taken, records

reviewed, and pricing established. Advertisements are being placed in Hemmings Motor News and other widely-read enthusiast publications, and in addition, for the first time, on eBay. This project is a significant benefit for the Region, and we are very pleased to be able to report good progress in getting it back up and running.

We'll have plenty on the schedule and we hope to see you at one of our activities this year!



By Sam Fiorani

On a recent Saturday morning, Tim McNair brought his skills and knowledge to Pollack Auto Restoration to share with DVR CCCA members. Tim operates Grand Prix Concours Preparation where the fruits of his expertise has taken some of the biggest awards at some of the most prestigious car shows. So here he was showing others how to best detail their cars.

Tim demonstrated his prowess on a 1948 Plymouth convertible. The recently detailed car made for an excellent model for Tim's art.



His first step was to clean and dust the car. Tim stated that in his business, "washing" the car made no sense as it would take far more time to clean up the excess water than would be saved by spraying the whole car with water. Along with a liquid quick detailer, using "microfiber towels are key" to cleaning. Good towels can be purchased at discount retailers (Wal-mart and Target) and better ones at janitorial supply

stores. They should run sixty cents to a dollar each, if purchased in 10 packs. And just toss them in the washer for re-use.

Once the large pieces of dirt have been removed with the microfiber towels, it's time to get rid of the dust. Here, Tim recommends a clay bar. Detailing clay, sold through Meguiar's, Mother's, or Griot's, picks up the small items that can scratch the finish of a car. Using nitrile gloves, a small amount of clay flattened into a 3-4" pad should be rubbed across the surface using short strokes. Tim confided in the group that he likes to work in quiet surroundings in order to hear what is being picked up by the clay. Finding debris large enough to make a noise quickly helps prevent the irritant from scratching the vehicle's finish.

Clay can be used on most paint, clearcoat, chrome, and glass surfaces. Knead the clay occasionally until it becomes discolored, at which time it should be thrown out.

After the dirt has been removed, it's time to begin the polishing steps. While different types of paint may require different types of polish, Tim has a few favorites that he recommended. His choices included Meguiar's Mirror Glaze #3 as well as Polishing Soap sold under the P21S and S100 brands, which are the same products.

Applying the polish, Tim showed rotary and orbital buffers. The rotary buffer was reserved for deep swirl marks and scratches while Tim recommended the orbital buffer as the best tool for the job and said that it "saves me a ton of time." Using a small wheel works best as the larger wheels wouldn't generate the necessary heat to properly apply the polish.

On the buffer, Tim showed a variety of foam pads. Soft (red or black) pads, in deference to the harder (orange or yellow) compounding pads, worked very well.

When applying polish, Tim's experience educated us novices of the dangerous of

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buffer use. Small amounts of polish are applied directly to the buffer pad. Once turned on, the buffer should not be lifted from the vehicle's body. Both of these hints were directed in order to limit splatter and prevent the operator from "wearing it."

Like the microfiber towels, buffing pads can be reused. Simply throwing them in the washing machine, without clothes, and using standard detergent will clean them.

Under questioning, Tim had some more professional hints. Meguiar's #105 Mirror Glaze is the best to work out small scratches, but deep scratches will almost always require some sort of paint. While a few manufacturers offer one-step cleaners and waxes, Tim believes that they are never as good as individual items. The time should be taken to apply each step on its own.

And then comes the final glaze. Applied with red or black buffing pads, Tim chooses Meguiar's Mirror Glaze #205 Ultra Finishing Polish, Griot's Machine Polish 1, and the Paintwork Cleanser sold under the P21S and S100 brand names. He expressed the opinion that "expensive" waxes are not worth the money compared to products like these more reasonably priced items.

While most waxes contain carnauba, a new generation of synthetic waxes were given the thumbs up from Tim. His recommendations included Pinnacle Sovereign and Prima Epic synthetic waxes.

A good wax should only need to be applied once or twice a year. And Meguiar's Ultimate Quick Detailer works well in between full detailing to keep the vehicle looking great. Tim relayed the story of a car he detailed in January and won a "best finish"

award two months later by using the proper cleaning products instead of performing a full detail job.

White wall tires are best cleaned with a good degreaser, and Tim recommended Simple Green (not on bare aluminum) followed by Wesley's Bleach White applied with paint brushes. Lacquer thinner can clean white walls but should be used sparingly and applied with gloves. Spray cleaning polish, found in motorcycle shops, works well on wheel wells and painted wire wheels. Rubber should be cleaned with glycerine while silicone should be avoided.

The focus of the presentation was exterior



detailing, but a few in attendance requested some information about cleaning the engine, underside, and interior of vehicles. Bare metal should not be cleaned with acid-based cleaners but can be cleaned with Nuvite metal polish; they also make a specific aluminum cleaner (marketed to clean aircraft) called NuShine II Grade S. Invisible Glass was recommended over standard household glass cleaners for windows. Lexol and Griot's sell very good leather cleaners. Soft-top cleaners are made by a company called 303 Products which is also rebranded and sold by Porsche

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and Mercedes-Benz. Again, Simple Green and a soft brush works well cleaning vinyl. And as a dressing for vinyl, leather, and rubber, Tim recommended Prima Nero.

Tim gave a quick tour of his detailing tool kit. To go along with his Festool Dust Extractor, he has a tool box that fits right on top of the extractor. Every drawer featured some little trick of the trade from specialty tools to an assortment of spare screws to brushes of every size and shape. He put various colors of touch-up paint in tiny model paint bottles. Even decals and label stickers were at hand in Tim's toolbox for last minute replacements.

Some of his hints could be used by just about anyone showing a car. Sharpie markers are good for small, last-minute touch-ups. Watch bezel cement fixes small scratches in glass and dries clear. Single edge razors help clean glass. Paint brushes, from craft stores, are preferred to tooth brushes for their added softness. Double-sided tape and tie-wraps are very helpful as last-minute fixes. And make-up brushes, with Endust, is good for cleaning interiors.

For small detailing areas, Tim exposed a few secrets. Tools typically used for pulling engine seals are small enough to be wrapped in a towel and used to clean narrow areas. Bamboo skewers (yes, the same ones used for kabobs on your grill) can help remove marks on paint without scratching the finish. Cotton swabs in all sizes (Tim showed some so large that they'd never fit in your OUTER ear, let alone your inner ear) are handy for many cleaning jobs. White and kneaded erasers are very good to remove interior blem-

ishes.

One last "detail" in his tool kit has nothing to do with cleaning the vehicle but cleaning up the history of the vehicle for presentation at shows. Tim helps owners produce a scrapbook highlighting the features, restoration and history of the show car. While many people put together such books, they are typically 3-ring binders from office supply stores with vinyl sheet protectors. But Tim's recommendation makes for a much better book using 12"x12" scrapbooks found at many craft stores where full-size literature, owner's manuals, and other documentation can be



safely stored and shown.

Grand Prix Concours Preparation led by Tim McNair's expertise brings some of the world's most beautiful and expensive vehicles that last mile and helps them win awards. He told the gathered car nuts how to do the same to their own vehicles, but the highlight was the expert's choice of purchasing supplies from places like Michael's Crafts and Wal-Mart as opposed to the famous and expensive specialty shops. Thanks to his help, we can all feel like our cars can take top prize at any concours event and not break the bank.

2010 DVR Grand Classic

A rainy Friday evening and predictions of rain on Saturday attempted to dampen the spirits of those organizing a Grand Classic. The Delaware Valley Region of the Classic Car Club of America planned their Grand Classic at the Desmond Hotel in Malvern, Pennsylvania. In an oddly warm and beautiful spring, the weather forecasters leading up to this particular April weekend had not provided much hope.



As owners arrived at Friday, they were happily greeted at the registration table by Ginny Gatley, Ann Franz, Barbara Coleman and Gina Bronzin. On the wall behind the registration ladies, a mural illustrated several of hotel owner (and CCCA member) John Desmond's restored airplanes flying over a picturesque valley. His overview of the event helped to ensure that problems were held to a minimum for the show's volunteers.

Through the rain on Friday night, the Delaware Valley Region was given a VIP tour of the Simeone Foundation Museum in Philadelphia. Dr. Simeon's collection of racing cars appealed to the gathered CCCA members with its showcase of nearly a century of sports cars. After touring the range from the 1909 American Underslung to NASCAR racers of the 1980s and 1990s, a delicious dinner was served surrounded by Alfa Romeo and Mercedes-Benz classics.

The whole event was nearly cancelled

due to a low number of early registrants. But by the time the event rolled around, nearly 50 cars showed up for Saturday's wonderfully sunny and blossom-filled show. The final turnout provided a wonderful collection of amazing classic cars for Chief Judge Howard Schaevitz and his team to review.

Cars began rolling into the parking lot around 8 am just as the trees released their white blooms across the hoods of meticulously detailed cars, sparking owners to be extra vigilant with their cleaning. Even with the good and bad that Mother Nature provided, a number of entrants received 100-point scores.



Presentation of the awards was accompanied by a great luncheon. Found among the attendees were Grace and Bob Gluck from the Metro Region who volunteered (along with Kristi Dick) to photograph all of the vehicles, CCCA National Head Judge John Ke-

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falonitis, and National CCCA President Al Kraemer, traveling from Texas for the event. For the first time, the ceremony was held early enough to eat a fine meal and yet get many of the owners and their cars home before night fall. So after everyone reconnected with old friends, debated many topics automotive and other wise, and ate some excellent meat and vegetables, it was time to present the plaques.



Following a round of morning judging, the team was sequestered while the tabulation process was completed. This team which included Cliff Woodbury, Thom Gatley, Robert Praetorius, Gail Schaevitz, and Mary Ann Waters had the unenviable task of calculating the winners from among a fleet of some of the most incredible cars ever gathered in Southeastern Pennsylvania.

By class, here are the award winners:

Touring

1937 Cadillac 70 Convertible Sedan with a Fleetwood body owned by Jerry Parnes
1941 Cadillac 62 Convertible Sedan owned by Andy Jacobi (broke out and was awarded a special Certificate of Merit)

Primary Production – 1925-29

1929 Cadillac 341b Sport Phaeton owned by Skip Tetz



1928 LaSalle 303 Cabriolet owned by Wesley A. Waters

Primary Production – 1930-32

1931 Cord L-29 Cabriolet owned by Chris Mahoney (100 point)



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2010 Grand Classic (continued)

Primary Production – 1933-36

1935 Cadillac 355d Convertible Coupe
owned by Clifford A. Woodbury

Primary Production 1937-39

1939 Packard 1705 Sedan 7-Passenger
owned by George Swezey
1939 AC 16/80 Roadster owned by Robert
W. Cushman



Primary Production 1940-42

1942 Cadillac 62 Convertible Coupe owned
by Clyde Robison

Primary Custom 1925-29

1926 Bentley 6 ½ litre Fold-flat Drophead
Coupe with a body by Mulliner owned
by Thomas S. Heckman



Primary Custom 1930-32

1932 Delage D8 Cabriolet body by Capron
owned by Jack W. Rich



1931 Chrysler DG Imperial Roadster with a
body by LeBaron owned by Robert Ries
1931 Rolls-Royce P-II Drophead Coupe with
a body by Carlton owned by James D.
Caldwell

Primary Custom 1933-36

1934 Railton Sport Phaeton with a body by
Berkeley owned by Joanne McManus



Primary Custom 1940-48

1940 Packard 1803 Panel Brougham with a
body by Rollson owned by John L.
Walker

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1947 Bentley Mk-VI Drophead Coupe with a body by Franay owned by Gene Epstein



Premier Early

1932 Packard 903 Sport Phaeton owned by Frank Buck (100 point)

Premier Middle

1934 Cadillac 16 452d Convertible Sedan with a body by Fleetwood owned by David Kane
 1933 Packard 1004 Phaeton owned by Charles Wallace

Premier Late

1947 Lincoln Continental Coupe owned by Richard Covey

Senior Production 1933-36

1935 Packard 1203 Sedan owned by Peter K Sanders
 1933 Packard 12 1105 Roadster owned by Marty Weber (100 point)

Senior Production 1937-39

1937 Cord 812 Phaeton owned by B. Scott Isquick
 1937 Cord 812 Berline owned by Henry W. Antonioli



Senior Emeritus

1931 Cadillac Model 370A Roadster with a body by Fleetwood owned by Woody Rohrbach



Senior Custom 1933-36

1934 Lincoln 12 KA Roadster with a body by Dietrich owned by Joe Cannizzaro

Calendar of Coming Events

Plan to attend and bring a friend

[Board sponsored listed with DVR events in bold]

2010

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

June 3-5—Hudson Eastern Regional Meet Mount Laurel, NJ www.hetclub.org

June 4-6—All Ford Nationals, Carlisle, PA www.carlisleevents.com

June 5—Nostalgia Nights, Pottstown, PA www.pottstownclassics.com

June 5—DVT/DVJ “Cars of England”, Westtown, PA www.delvaltrs.org

June 5—CCCA Experience Hickory Corners, MI www.classiccarclub.org

June 5-6—Greenwich Concours, Greenwich, CT www.greenwichconcours.com

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

June 12—AACA Gettysburg Car Show York Springs, PA www.aaca.org

June 13—Philadelphia Italian Car Show, Philadelphia, PA www.flu.org

June 19—Alfa Romeo turns 100 Simeone Museum Philadelphia, PA www.SimeoneMuseum.org

June 23—Motorcars Under the Stars, Philadelphia, PA www.ucpphila.org

June 23—Ted Maurers Antique Auto Picnic, Pottstown, PA www.maurerail.com

June 25-28—Le Bella Machina d’Italia, Skytop, PA www.italiancarsatpocono.com

June 25-27—All GM Nationals, Carlisle, PA www.carsatcarlisle.com

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

July 3—Nostalgia Nights, Pottstown, PA www.pottstownclassics.com

July 9-11—Chrysler National Carlisle, PA www.carsatcarlisle.com

July 10-11—Giants Despair Hillclimb, Laurel Run, PA www.pahillclimb.org

July 11-25—Pittsburgh Vintage Grand Prix, Pittsburgh, PA www.pittsburghvintagegrandprix.com

July 17-23—Packard 45th National Meet, Gettysburg, PA www.packardclub.org

July 18—Antique & Classic Car Show Newtown, PA www.newtownbpa.org

July 25—Meadowbrook Concours, Troy, MI www.meadowbrookconcours.org

July 31—Doylestown at Dusk Car Show Doylestown, PA www.doylestowncarshow.com

August 7—Nostalgia Nights, Pottstown, PA www.pottstownclassics.com

August 6-8—Das Awkscht Fescht, Macungie, PA www.awkscht.com

August 11-15—Pebble Beach Concours, Pebble Beach, CA www.pebblebeachconcours.net

August 14—41st Swigart Meet Huntingdon, PA www.swigartmuseum.com

August 14-15—New Hope Auto Show, New Hope, PA www.newhopeautoshow.com

August 15—Simeone Car Museum Philadelphia, PA www.historicalcarclub.org

August 21—York on Wheels York, PA www.yorkheritage.org

August 21-22—Brighton USA Morgantown, PA www.hcca.org

August 29—DVR “Day on the Farm” AACA, Worcester, PA www.aaca.org/dvraaca

September 4—45th Annual Duryea Days, Boyertown, PA www.boyertownmuseum.org

September 6—Ludwigs Corner Car Show, Ludwigs Corner, PA www.historicalcarclub.org

September 11-12—Radnor Hunt Concours, Edgemont, PA www.radnorconcours.org

September 12—34rd Annual LVR AACA Springtown Car Show, Springtown, PA www.lvraaca.com

September 18-26—*Rivers, Roads, & Rhythms* Caravan, Spirit of St. Louis Region

September 19—Buckingham Concours, Buckingham, PA www.buckinghamautoshow.org

September 19—Hagley Antique Car Show, Wilmington, DE. www.hagley.lib.de.us

September 23-25—VRG Vintage Weekend Millville, NJ www.vrgonline.org

September 24-26—America’s British Reliability Run Philadelphia, PA www.abrr.org

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

September 26—Bethel Car Show Bethel, PA www.carshownews.com

September 29-October 3—Fall Carlisle Carlisle, PA www.carsatcarlisle.com

October 6-9—AACA Eastern Fall National Meet, Hershey, PA www.aaca.org

October 17—HCCP Fall Meet and Flea Market, Media, PA www.historicalcarclub.org

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

November 21—Before we Put ‘Em Away for the Winter, Bentley Drivers Club, PA www.dvrcca.org

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

December 6 Holiday Party, Robert Franz, 215-355-2048, bentleyrty@aol.com

Delaware Valley Region of the Classic Car Club of America

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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 re-

quirement 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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Howard Schaevitz, 229 E. Warren Street, Edgewater Park, NJ 08010; phone: (609) 386-3466; (856)662-8000 [A close-up photograph of the front end of a classic car, showing the hood, headlights, and grille. The car is dark-colored, possibly black or dark blue, and the chrome accents are highly reflective. The background is a light-colored, textured surface, likely asphalt or concrete.](mailto:haschaev-</p></div><div data-bbox=)



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Dave Hutchison leads a tour of Pollack Auto Restorations