

NEW ENGLAND CLASSIC QUARTERLY & BULLETIN



CLASSIC CAR CLUB
OF AMERICA

NEW ENGLAND REGION

FOURTH QUARTER 2021

Director's Message:

These past few months have just flown by with all the activities and shows. It was wonderful getting to see old friends again and make new friends. I am especially proud to say that the Benefit Tour for the Boston to Springfield Educational Foundation was a success. We began our journey attending The Boston Cup show and then continued our tour through Mass. Some of our newest members, Whitney Overocker and Natalie Charlton organized the routes and the stops and we saw some very unique historical places and artifacts. The final journey for the tour was to The Audrain Concours where we celebrated all things automotive and art with many different venues being offered. It truly was magical.

Other news to share is National membership renewals for 2022 are going well. We also expect to put together a few one day garage tours in 2022 in addition to our Judging Seminar and Grand Classic. Be sure to check out the information in this Bulletin.

Wishing everyone a wonderful Holiday Season and looking forward to the New Year. – Jeff



Editor's Notes:



This issue is a great example of what our members have been up to. I love it when our members send me articles. Keep up the great work!

— Heidi Ann

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UNRESTORED 1932 PACKARD EIGHT DeLuxe CLUB SEDAN

By Frank Wemple

“It’s Only Original Once”



An automobile from the early Thirties in almost total original condition is extremely rare these days. However, an unrestored original almost 90 years old that should score 85 points or more in CCCA judging is even rarer still. This is the story of one such car – a 1932 Packard Eight DeLuxe (Super Eight) club sedan and my association with it.

In 1965 I bought a copy of Bob Turnquist’s book, “The Packard Story”, when it was first published and after studying all the pictures in this book, I quickly decided that my favorite design of the Classic Era Packards was that of the 1932, or Ninth Series. The picture of an Eight DeLuxe club sedan on Page 80 convinced me that this was the most handsome closed body style. The sales catalog describes the club sedan as a “sports type of enclosed car.” Well put. The Turnquist Packard book also contained a picture of the front passenger compartment. As I examined these pictures it was clear to me that this was a well-restored car. Imagine my surprise when I later learned that the car was totally original!

In early July of 1983, a couple of friends and I decided to drive up to Framingham, Massachusetts, to the Classic Car Club Grand Classic to look over the cars. When we got there, I quickly spotted the original 1932

Packard club sedan that was pictured in Bob Turnquist’s book. I spent most of the time there looking at this magnificent car and I got to meet the proud owner whose name was Bob Marks.

Over the next twenty years or so I ran into Bob Marks several times at various car shows and our conversations almost always turned to his Packard club sedan. More than once I asked Bob to keep me in mind if he ever decided to sell the car. He would smile at me and say something like “You’re number 96 on my list.” Even though I occasionally saw Bob well into

the Nineties, I never saw the club sedan after that day at the Grand Classic in 1983. Bob Marks died in 2007 and I later heard that all the cars in Bob’s collection had been sold.

Then in October of 2020, I decided to browse the web site of my friend Shawn Miller’s business, Significant Cars. Lo and behold, there was the Bob Marks Club Sedan listed for sale! It turned out that the car was being kept less than three miles from Chris Charlton’s restoration shop in Oxford, Maine, and Chris was more than happy to examine it for me. His report left no doubt in my mind that I had to have this extraordinary original Packard. It worked out that Chris was able to take the car into his shop to do a few things that were necessary since the car hadn’t been driven much in more than 30 years. The most noticeable thing his shop did was to carefully polish the original paint by hand and the result was terrific. Chris also rehabilitated the fuel system which was a total disaster. He attended to a number of other issues and performed a complete bumper to bumper service.

The story of this Packard club sedan begins on February 11, 1932, when Packard Providence, Inc., at 185 Aborn Street in Providence, Rhode Island, sold

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it to its first owner, Walter C. Nye, the president of Citizens Bank in Providence. At that time, the Eight DeLuxe was the top of the Packard lineup because the new twelve cylinder Twin Six cars were not available for delivery until mid-April. My Nye's Packard was (and still is) finished in two shades of medium Beige Gray and dark Domestic Gray with black fenders and maroon wire wheels. The car came from the factory with three options. The first was Custom Equipment which included dual front fender mounted spare wheels (sidemounts) and a rear trunk rack. The second option was wire wheels. A third interesting option, probably specified by Mr. Nye, is red pin striping as opposed to the green stripe that was standard with this paint scheme. Perhaps Mr. Nye felt that a red pinstripe went better with the maroon wire wheels. Packard offered special striping on an entire car for \$10 and in this case the specified red stripe was applied over the standard green. The car also has several dealer-installed accessories including a club sedan rear platform truck, front window wind wings and metal spare tire covers.

It is quite likely that Mr. Nye also selected a radiator mascot (or Emblem in Packard terms), although it is not clear which type was on the car originally. The earliest pictures I have of the car were taken in 1956 and at that time it had an Adonis emblem (also known as

Daphne at the Well). The Packard now has the more traditional DeLuxe or Goddess of Speed ornament which, like the rest of the car, is in excellent original condition.

Walter Nye did not get to enjoy his Packard for long as he died in December of 1933. Mrs. Nye kept the Packard for the rest of her life and Bob Marks, also of Providence, purchased it from her estate on April 13, 1956. At that time, somebody told Bob that there was a club for luxury cars like his "new" Packard. That club was the Classic Car Club of America. Bob joined the CCCA and found out that there was a judging meet called a Grand Classic scheduled for July in Morristown,



New Jersey. He decided to drive the Packard down to Morristown to see how it would fare in the competition. It fared quite well indeed, scoring 58½ points out of a maximum of 60 which earned the Packard a First Place award in the Primary Production class. In fact, this was the highest score in the Primary Division and third highest score at the entire event (two cars in the Senior Division scored higher). The following year, Bob took his Packard back to Morristown and this time it was awarded a First Place in Senior Production.

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Not long after he bought the Packard, Bob added a stone guard, a second trunk on the rear trunk rack, sidemount rear view mirrors and whitewall tires. This is the way the car appears in several articles and books, including Bob Turnquist's book. When I bought the car, I asked Chris to remove the stoneguard and second trunk as the car did not have these originally and I personally think the car looks much better without them. I left the sidemount rearview mirrors in place (which are correct original Packard accessories) for safety reasons.

Bob Marks lived at 96 Oakland Avenue in Providence. There was a row of four ramshackle garages behind his house that had old fashioned wooden hinged doors which didn't close properly. He rented another row of equally decrepit garages behind a house up the street. The roofs on both sets of garages leaked and Bob covered each of his cars with blankets over which he spread plastic sheets. Bob owned an empty lot next to his house and friends implored him to build a proper garage that would safely accommodate his collector cars. But Bob would never spend that kind of money on a new building any more than he would spend the money for a new roof on his existing garages. Although Bob lavished great care on his Packard club sedan, it is nevertheless a miracle that the car remained in such great original condition in this significantly less than ideal environment.

After Bob had owned the Packard club sedan for two or three years, he only drove it on short local trips and friends trailered the car to whatever shows Bob wanted to go to. As time went on, the car developed a couple of problems - overheating plus dirt and debris in the fuel tank which periodically blocked the flow of fuel to the carburetor. Bob was convinced that the Packard needed a new radiator, but he refused to have the work done because it would require the disassembly of parts that had not been disturbed since the Packard factory originally assembled the car. It was for the same reason that Bob never had anyone remove and properly clean the fuel tank. The problems continued to get worse until the car would strand Bob beside the road two or three times on a single short exercise run. For this reason, Bob eventually stopped driving the Packard. Even though he could no longer drive his beloved club sedan, he still refused to have the necessary repairs made to put the car back on the road only because that would, in his eyes, compromise its originality.

In 2007 John Schiavi in Oxford, Maine, bought

the Packard from Bob's estate. While in John's care, the cooling system was cleaned out (the overheating was caused by an accumulation of scale and gunk in the block while the radiator was fine). It is from John Schiavi that I bought the car in 2020.

Let's now take a look at the condition of this 1932 Packard. As already stated, this is a largely original car that's had no major restoration work. The interior is totally original including upholstery, carpets and plating. Even the driver's side of the front carpet shows no wear. The paint is almost entirely original and has a nice deep luster to it. A good deal of the pinstripe is worn away and there are places where the original green stripe is now exposed. All the exterior chrome is original. Under the hood, the engine has been repainted, otherwise the under-hood components are mostly original. The underside of the car also exhibits most of its original finish other than the gas tank which Chris Charlton repainted when he had to remove it to recondition it. The car drives very well. It's powerful and smooth. The steering and suspension are tight, much like a new 1932 Packard.

The odometer currently shows 61,000 miles, but everything about the car, except perhaps for the wear on the accelerator pedal, indicates a much lower number. The story as related by the Nye family chauffeur and repeated by Bob Marks is that Mrs. Nye had the Packard put on blocks after Mr. Nye died and the car was never driven again until it was sold to Bob Marks in April of 1956. Yet, the mileage was documented by a lubrication sticker to be 52,720 in July of 1956. If this Packard was only used for less than two years, it is inconceivable that it could have accumulated that many miles in such a short time. One possible scenario is that the Packard was not totally removed from the road between Mr. Nye's death in 1933 and Bob Marks' acquisition in 1956, but was used sparingly and received exceptional care, protection and servicing. More research is needed, but we may never know the real story.

It is indeed fortunate that a purist like Bob Marks acquired this remarkable original Packard at a time when almost any other collector would have restored or over restored it. Bob truly appreciated the importance of the car's original condition and he took great pains to preserve it that way for fifty years. I am very proud to be able to take over this responsibility.

This is truly a very special car that deserves careful preservation. As the saying goes, "*It's only original once!*"



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THE YEAR WAS 1948.

THE AREA, BOSTON MASSACHUSETTS.

At that point in time, Boston was considered the transportation hub for New England. I was growing up in Malden, A suburb of Boston. Malden was and still is, a working class community. My neighborhood consisted of residents, who for the most part took public transportation to travel. I can only remember two families that had new cars. One was a salesman who drove a new Ford Coupe and the other, a doctor that drove a new Buick.

When my family traveled anywhere, it was by bus, trolley, or train. My own travels were somewhat extensive, as I was lucky enough to have aunts who loved to travel, and I was happy to grab my camera and join them.

My own travels were often on either the Boston & Maine Railroad, if headed North or the New Haven & Hartford Railroad if traveling south. These wonderful escapes led me to have a great appreciation of railroads.

Adding to all this, I was given a Lionel electric train set for Christmas that year. Wiring up the transformer to make the train run, and later learning how to read the simple wiring diagrams to hook up accessories was a great learning experience. I also came to treasure trips to Jordan Marsh in Boston to see the train layout at



Christmas time. Later I used to watch the Arthur Godfrey Christmas show on television, where he would always feature an operating Lionel layout.

The trips to Boston led me to discover a train store on Tremont Street by the name of Eric Fuchs.

It was in the store that I discovered the joy of "scale" model railroading. I had out-grown the toy trains of Lionel and had moved on to HO scale. I

discovered all the structures and model kits that could be built, and I came to understand the difference between AC voltage that powered Lionel trains and DC voltage that powered HO scale.

In 1956, I collaborated with two uncles and we started to build a decent size layout in the basement of one of their homes. There I learned the basics of carpentry to do bench building and some of the elements necessary to do scenery.

This layout lasted throughout my High School years, until I discovered girls and could afford a car, and all that goes with all of that. .

When my uncle sold his house, we broke up the layout. One uncle started to put a layout in his own basement and mine just got stored in my parents basement.

Several years later, after I was married, I moved the bits and pieces of my HO scale trains to my own home and



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started to build in my own attic.

The larger the layout got, the more maintenance it required and the less time I had to spend on my photography and antique cars. The part that I had always really enjoyed had been the creative part of model railroading. I kept building scale structures and even did some "scratch building". The railroad itself just sort of became static at this point.

About 4 years ago, my niece and her husband and family moved in as my neighbor. Her children liked electric trains. This became the impetus for me to get



back in to the hobby.

A lot had happened over the last few years. Model railroading was now controlled by computer based

control systems. Many of the new lighting systems now used fiber optics and plug in technology that eliminated much

of soldering that used to have to be done under the train tables. I was hooked.

In my HVAC career, I had always championed the use of computer based control systems. Now I could use that technology to actually run several trains at the same time and some of those could be using the same tracks at the same time.

The only thing that remained was to create a model railroad that depicted something realistic.

The time period I selected was that of my youth when steam Locomotives were still in use and first generation diesel locomotives were coming in to use. I feel that was the true heyday of the railroading industry.

The location became a big question. I have always had a fascination with downtown Boston and with coastal Maine, so even though I have somewhat limited space, I felt that I could replicate a piece of both of those locations and have it be somewhat believable.

The railroad itself is called the Botolph & Highland, incorporating the fact that I live on Botolph Street in the Melrose Highlands. One nice feature is that I can still hear the diesel locomotives as they leave the Melrose Highlands station less than a 1/2 mile away. The house that I live in was built one hundred twenty years ago by an attorney that took the trolley that 1/2 mile to the Highlands railroad station to commute to Boston. It all sort of ties together.

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best neighborhood in those days. If you do go, join Charlie at the Scollay Sq Station and ride the MTA.

Under construction in the Scollay Sq district is the Old Howard Theater. The old Howard cannot be shown in this article as it took a fall from my work bench. (Much like the leg lamp did in the Movie "The Christmas Story") No one will take the blame, but I am rebuilding and this time once complete, if you listen close you may hear the refrains of the song "Let me entertain you".

If you are traveling from Melrose, you will pass the Boston Sand & Gravel, still functioning after all these years.

If this article has made you curious, think about

attending the Amherst Model Railroad Show at the big E in Late January. You will surely run in to other antique car guys, maybe even come fellow CCCA members. I always do. The hobbies share a lot of common interest.



This model Railroad is a work in progress. It probably always will be. You will have to excuse the loose wires in some of the photos, they will be dealt with during the winter of 2021 – 2022.

The Locomotives on the current layout have all been updated to what is called DCC control. This enables me to control the speed, direction sounds (bell whistle, chugging, brakes or diesel engine through a hand held device. I can also change the railroad switches, lighting, etc trough a hand held or remote manual switches.

Many if not all of the buildings on the Botolph & Highland replicate actual buildings. I have also created signage that would have been in the Boston or Maine area at that time.

The structures themselves are made out of styrene, wood, plaster or resin and the lighting is being upgraded to either LED or fiber optic. Some 10 volt incandescent lighting remains, but it is being upgraded one section at a time.

I invite you to have a lobster roll from Red's eats, the line is short at the moment, or enjoy a hot dog at Joe & Nemo's or the White Tower. If shopping is your thing, for those of us not wealthy enough to go to Jorden's or Filenes, there was always Raymond's, the home of Uncle Eph.

You could just enjoy the lighthouse at Rockport Harbor, but if you decide to go to the Dover Spa, it was not the



THE NOR'EASTER

REFLECTIONS:

By Natalie Charlton

As I reflect back on the Martha's Vineyard portion of the recent New England car tour I am met with great memories. This was my first time helping plan part of a tour and what big shoes I had to fill following in my Mom (Heidi Charlton) and Jeff DeMarey's footsteps!



Classics on Woods Hole Ferry going to Edgartown, MA

The group of 7 cars arrived the Martha's Vineyard Monday afternoon pulling up to the Harbor View Hotel, their accommodations while visiting the island, across the street from the iconic Edgartown Lighthouse. Monday night everyone was on their own to settle in to the hotel and explore downtown Edgartown.



Left: 1947 Chrysler Town and Country arriving at Hotel

Early Tuesday morning, after a quick fuel up at the gas station, the group was off following State Road all the way to Aquinnah Lighthouse. After some exploring around the Cliffs, shops and trails to the beach the group had a wonderful personal tour of the famous brick lighthouse. We learned all about the moving of the lighthouse to prevent it falling from erosion and the Fresnel light that used to light the way. Departing Aquinnah the group swung into a little town called Lobsterville to park by the water and take in the fishing boat views. Lunch was in Menemsha another small fishing town, there were fresh lobster rolls, clam chowder and fresh local garden salads. Sitting along the water everyone enjoyed lunch and the view of local fisherman coming into the harbor with their day's catch. After lunch everyone was on their own to explore the town of Oak Bluffs which is home to a unique community the Camp Meeting Association. This community is made up of small unique Victorian gingerbread homes that are all painted with vibrant colors and hand carved details. That evening we were hosted by Bernard Chiu, the owner of the Harbor View Hotel, to a lovely dinner in a private dining room with an exceptional wine pairing.

The next day we all started our day enjoying breakfast at Morning Glory Farm stand, eating fresh baked pastries on their porch. We then headed toward the Martha's Vineyard Museum in Vineyard Haven. We were greeted by a museum host who gave us a warm welcome and a history of the museum building itself which use to be a marine hospital. We were carefully guided through the museums exhibits one of which was the original Fresnel lens from the Aquinnah Lighthouse.



Breakfast at Morning Glory Farm

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Arrival at Aquinnah Light House

From the museum we drove the short distance to downtown Vineyard Haven for lunch at a classic Martha's Vineyard restaurant the Black Dog Tavern. The group was then on their own again to explore the island and choose their own destination for dinner.

Thursday was the day to depart the island. All of the cars lined up at the Oak Bluffs Steamship Authority docks to board the ferry boat. Most of the group went on to Newport to enjoy the car events that the Audrain Museum was holding that weekend. Our family departed for home, this option to do part of a much larger 9 day tour was great for us as we could enjoy the commadore and driving our car without having to take so much time off of work.

I'm already looking forward to our next tour and hoping I can be involved in the planning process again!

*Regards,
Natalie Charlton*



Aquinnah Light House



*L-R – Kevin Murphy with Tour Guides Extraordinaire,
Natalie Charlton, and Whitney Overocker*



Overlooking the lighthouse

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TOUR PARTICIPANTS:

Chris and Heidi Charlton –

1934 PACKARD PHAETON 1101

Natalie Charlton and Kevin Murphy –

PASSENGERS IN 1934 PACKARD PHAETON 1101

Steve Cooley and Carolyn Lopez -

1942 CADILLAC 6207 SEDANETTE

Jeff DeMarey –

1938 PACKARD 1608 LIMOUSINE

David and Kathryn Gano –

1941 CADILLAC SERIES 62 CONVERTIBLE COUPE

David and Carole Gaunt –

1947 CHRYSLER TOWN AND COUNTRY

Dan and Debbie Hanlon –

1940 PACKARD 160 CONVERTIBLE
SEDAN 4 DOOR

Kirt and Lonnie Priest –

1929 BUICK 44 ROADSTER

Greg and Kathleen Kosmatska –

PASSENGERS IN 1941 CADILLAC SERIES 62
CONVERTIBLE COUPE

Whitney Overocker –

PASSENGER AND DRIVER IN 1938 PACKARD
1608 LIMOUSINE



A Classic Lunch at Menemsha



*Departing
Martha's Vineyard
to go to The Audrain
Concours and Motor Week,
Newport, RI*

REFLECTIONS – PART II

By Whitney Overocker



CLASSIC CAR CLUB
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In September in New England, the fall foliage is ablaze and apple cider flows in abundance. The morning air is crisp but the afternoon southerly sea breeze is still warm. It's what the locals call sweater weather (pronounced "swettah weathah"). This September the Springfield to Boston Education Fund hosted the New England Classic Car Tour that rolled through central Massachusetts, Boston, Cape Cod, Martha's Vineyard and Newport, Rhode Island. Packards and Cadillacs arrived from all over the country: Colorado, Ohio, Florida, Michigan, New Jersey and Maine.



Left to Right – Carole & Dave Gaunt, Dan & Debbie Hanlon, David & Kathryn Gano, Kathleen & Greg Kosmatka

CCCA's past president George Holman kindly offered his place for unloading and trailer staging so that the participants could get settled, and then he and Nancy Schechterle later joined the group for the welcome dinner at the Publick House in historic Sturbridge, MA. The following day, the tour grabbed lunch in Concord, MA and checked into the newly renovated Newbury Hotel overlooking Boston Common. Early Sunday morning, the cars staged on the Common for the Boston Cup Show. Congratulations to tour participants David and Carole Gaunt for winning 2nd Place in the Boston Cup with their 1947 Chrysler Town and Country.

While leaving Boston, a political protest was underway that blocked main streets and caused formidable delays by requiring us to reroute the exit out of the city. The classic car drivers were patient and flexible, but they

did develop a hankering for lobster rolls (pronounced "lobstah"). Once out of Boston, we made a quick stop at a seafood shanty on the South Shore in the town of Plymouth where the original pilgrims had settled in 1620. The tour then made its way over the tall bridge spanning the Cape Cod Canal and arrived in the quaint harbor town of Harwich, MA (founded 1694) and checked into the Wequassett Resort & Golf Club (rated Five Stars by Forbes Travel Guide). We shared a waterside cocktail hour and lobster dinner overlooking Pleasant Bay.

Monday morning the tour rolled to the Heritage Museum and Gardens in Sandwich, Massachusetts. The Heritage's collection boasts 40 historically significant American made cars built between 1899 to 1962. We received a private behind-the-scenes tour compliments of CCCA members Jon and Diane Elmendorf. Jon has been the collection's caretaker for over twenty years. Highlights were a 1915 Stutz Bearcat juxtaposed a 1912 Mercer Raceabout, as well as the 1916 Simplex Crane Model 5 and a 1930 Duesenberg Model J. Not currently on display, but temporarily tucked away in the storage area was the belle of the ball ... President Taft's 1909 White steamer. This White is on the National Register of Historic Vehicles because Taft was the first President to be transported by automobile rather than horse and carriage and truly believed the automobile was the future. The Heritage Museum sits on 100 acres of manicured gardens and internationally important collections of rhododendrons and hydrangeas and over 1,000 varieties of day lilies, hostas, and trees. If the Heritage Museum and Gardens have piqued your interest, be sure to keep an eye out for the upcoming Grand Classic scheduled there for June 2022. The tour then rolled onto the Woods Hole Ferry for a smooth hour long boat ride across



1912 Mercer Raceabout At Heritage Museum

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Vineyard Sound to Martha's Vineyard. The tour arrived at the freshly renovated Harbor View Hotel overlooking a picturesque lighthouse marking the entrance to Edgartown harbor. The hotel's owner Bernard, also an avid car enthusiast, graciously joined the group for a wine pairing dinner. Upon arrival, CCCA member Natalie Charlton who lives on Martha's Vineyard greeted the group and organized a wonderful few days of sightseeing tours exploring the island. A personal highlight from Martha's Vineyard was learning to drive a 1938 Packard Twelve Limousine. Even made it through an uphill start that, as expected in the first attempt, came with one very lengthy slide backwards, but successful progress through the stop sign after the second attempt - hooray! Many thanks to regional Director Jeff Demarey for having the patience of a saint and the faith to encourage me behind the wheel double clutching such a special and beautiful classic car.

Thursday morning, the group reloaded the ferry and headed back to mainland bound for

Chasing Classic Cars, Pixar's Jay Ward, racing legend Lyn St. James, automotive writer Ken Gross, and founder of the Amelia Island Concours Bill Warner.

Saturday marked the earliest day as the drivers made their way to the 6:30am start of the Audrain Tour



Ochre Court Mansion



Whitney driving the 1938 Packard Twelve Limousine

Newport, Rhode Island to kick off the Audrain Newport Concours and Motor Week. The group checked into the Viking Hotel just a short walk from the Audrain Automobile Museum and Tennis Hall of Fame that served as the hub for the weekend's events: marque displays, seminars, auction, and vendor booths. The group had a quick turnaround to get ready for the Audrain Welcome Dinner at Ochre Court mansion featuring remarks from the concours' founder Nicholas Schorsch, CEO Donald Osborne, and Jay Leno. Friday, tour participants were on their own to explore colonial Newport, go sailing, shopping or attend seminars or the Bonhams auction. Some keynote speakers included Wayne Carini from

d'Elegance. The tour ran approximately 60 miles from Narragansett Beach to Beavertail Lighthouse in Jamestown and around Ocean Drive to a stop over at Fort Adams State Park. Fort Adams is no stranger to large events as it has been the home for decades to the Newport Folk and Jazz Music Festivals. It marks the entrance to Newport harbor and has a beautiful backdrop of the iconic Newport Bridge. Thousands of people lined the streets to welcome and photograph the parade of different cars. Around noon, the tour made its way downtown to Bellevue Avenue that had been barricaded off to allow space for all of the Concours cars to pack in right in front of the Audrain Automobile Museum. What a site!

Sunday, Audrain Concours marked the grand finale and took place on the oceanfront lawn of The Breakers mansion. A gilded age summer "cottage" built by Cornelius Vanderbilt II, The Breakers could stand as an opulent scene taken out of *The Great Gatsby*. There were 175 world class cars and judges hailed from five different countries. As a way to inspire the next generation into the classic car hobby, Jay Leno created the unique "30 Under 30" class for which the entrant needed to be under 30 years old and have spent less than \$30,000 on their vehicle's restoration. This year's award went to a 1922 Franklin owned by Matthew Goist..

The Audrain Concours had thoughtfully reserved space on the field for the New England Tour participants. This

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*30 under 30 Award— 1922 Franklin Series 10A
owned by Matthew Goist*



*Early morning the Tour Participants lined up for
Exhibition Class on show field*

Florida who took 1st place in the Sport Class with his 1942 Cadillac Model 6207 Sedanette that he had fully restored himself!



Audrain Concours Awards



*First in Sports Class – 1942 Cadillac Model 6207 Sedanette
owned and restored by Steve Cooley, Jr*

was a display-only area; however, they did kindly extend the invitation in advance to anyone who was interested in applying for their car to be judged.

Some of the New England Tour participants were up to the challenge. Congratulations to Steve Cooley Jr. of

A hearty thank you to all participants for bringing your cars and making the trip! It was wonderful camaraderie of friendships new and old. Special thanks also to the organizers, support staff, and volunteers that made this tour possible and so memorable: Springfield to Boston Education Fund, The Boston Cup, the Heritage Museum, and the Audrain Automobile Museum. Stay tuned, we are considering repeating another New England Classic Car tour soon!

*Best,
Whitney Overocker*

VSCCA CAPE ANN TOUR

By Jack Welch



It has been several years since the Castle Hill Concours was last held. There was always a part of that event that included a hill climb for prewar sports cars. This event was hosted by the Vintage Sports Car Club of America.

This year, for the first time since the Castle Hill event was last held, the VSCCA managed to hold a hill climb and a tour for prewar cars on a two day weekend at Cranes Beach and Castle Hill.

One of the event coordinators was Tom Ellsworth.

Tom is a member of both the CCCA and the VSCCA, and as result, CCCA members were invited to participate in the event.

Saturday was a tour of Cape Ann and Sunday was a display of Prewar cars and the hill climb.. I chose to participate in the tour and had hoped to also participate in the prewar display. Unfortunately I had thought (incorrectly) that I could drive back and forth on both days.

Given that Saturday was such a full day, I found myself not ready to get up early on Sunday to drive back to Ipswich.

As I had mentioned Saturday was certainly a long and enjoyable day. I was participating in my 1936 Buick Roadmaster. The eighty series Buicks are a relatively new addition to the CCCA. It is about a forty mile drive using back roads from my house in Melrose to Ipswich and so,



1941 Lincoln Continental Convertible Coupe



1936 Buick Loadmaster Model 81 and 1942 Cadillac Model 62 Convertible Coupe

I had my trusty navigator and friend Bob Oosterman for breakfast in advance of the tour.

Following Breakfast, we headed over to Cranes Beach to meet up with the tour participants. The line included Joe Morgan and his twelve cylinder Packard coupe, a couple of BMW 328s, some prewar MGs, a 1941 Lincoln Continental, a 1941 Cadillac convertible, and several other that showed up after we had left.

We were blessed with a perfect tour day, temperature was in the fifties, sun was out, and the fall foliage was in full bloom.

The VMCCA rally master had done a masterful job of laying out a one hundred plus mile route with several tasks to be completed and a stop at a farm stand to show off our cars and to partake the apples freely offered.

My Buick performed flawlessly as did all the cars from what I could tell, although, that said, one of the BMWs was having some charging issues. Parking on hills during any stops seemed to mitigate the problems with restarts on a weak battery.

The tour went through the small towns and villages of Cape Ann and the North Shore, and meandered up to southern NH and over to the New Hampshire Coast.

An "on your own" lunch break was scheduled for Hampton Beach NH. There were several excellent restaurants still open for the season...

Bob and I chose one that offered outdoor seating.

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1937 Packard 12 Model 1507 Coupe



1935 M.J. P-Type Lester Special

I am still at a point, where indoor dining does not feel comfortable, and this offered an excellent opportunity to enjoy ocean views and partake in an excellent meal.

At the completion of the tour, we had a guided tour of Paul Russell's restoration facilities. There were several cars in for restoration and for service... My favorite was the ex-Phil Hill 212 T.T. Ferrari/. As a young and budding auto enthusiast, I followed much of Phil's career in the pages of Road & Track and Sports Car Graphic. To this day, my favorite Ferraris are the 212 models. Basic sports cars born to run.

There were no photographs permitted in Paul Russell's, so you will just have to imagine the quality of the automobiles in his shop.

It was a real treat for those of us, that try to do as much of our own wrenching as possible to see what a shop with unlimited facilities looks like.

It was dark when the festivities got over and I was still faced with driving home to Melrose in a 1936 Buick on dark back roads. By the time, I reached home I was spent. Trying to see on those roads with eighty four year old headlights was a bit tiring and I had made up my mind, even before I got home, that tomorrow was a no go for me.

If they hold the tour next year, I will certainly sign. Up and I will certainly stay over the middle night.

My friend Bob has his 1921 Studebaker touring on loan to Boothbay Railway Village. If he has it back by next year that would be an interesting ride. This year, cars only had to be prewar, there was no requirement for them to be Full Classics. We will see what next year brings. In the meantime, kudos to the VSCCA for a great weekend.



1940 BMW 328 owned by Don Law



1939 BMW 328 Owned by John Romanow

SHOW BUSINESS:

A NEWPORT ODYSSEY: We're Off to the Breakers

By David Greenman



By now, most everyone connected with our hobby knows of The Audrain Newport Concours and Motor Week in Newport, Rhode Island. What may not be known are the origins of this spectacular event. The Audrain Automobile Museum, which sponsors the concours, opened in 2014 with the mission of "Preserving, Celebrating and Sharing Automotive History." But you have to go back even further, 100 years, to appreciate the absolute origin.

The building that houses the museum was built in the Gilded Age at the turn of the last century. It was commissioned by Adolphe Louis Audrain, an internationally renowned dealer in art and antiques, in 1902 and opened as his business headquarters in 1903. Distinguishing the building were artistic

Touches such as the intricate cornice work, balustrade and lion statuary that graced the roof line. Over the years, the building fell into disrepair, and by the turn of this century, it was verging on becoming derelict. Gone were those beautiful artistic touches. Enter the current owners.

The group that was to become the Audrain enterprise acquired the property, intending to revive this historically significant building for the purpose of displaying its exquisite collection of automobiles and automobilia. The building was acquired in 2013, and the plan was for the museum to be open to the public in 2014. Given the aggressive plan, one year to restructure, rebuild and restore a 110 year old building that seemed destined for urban renewal, it's amazing this goal was achieved! The building was returned to its original charm. Back were the nice touches: the lovely arched windows, the cornice work and balustrade, but most especially, the lions. They are significant because the lion image became Audrain's trademark. What was created within was a space rich with the style of the early 1900's, which serves as dramatic counterpoint to the automobiles on display. It is stunning!

In just seven short years, Audrain has expanded its mission at a breathtaking rate, covering a broad field of activities, including Cars and Coffee meets, tech workshops, Mansions and Motors, a YouTube video series featuring Jay Leno and Donald Osborne, Audrain Kids Club, Audrain Motorsports, a partnership with the Goodwood Festival of Speed and, I think most importantly, The Audrain Newport Concours and Motor Week, possibly the jewel in the crown.



The Audrain Automobile Museum, 222 Bellevue Avenue, Newport, RI

The preceding hopefully gives a sense of the comprehensive commitment Audrain has made, which is encapsulated in its mission statement: "Preserving, Celebrating and Sharing Automotive History." And that's where we at Heritage Museums and Gardens enter the picture. Being similarly

Committed, we could not resist the enticement of participating in the Audrain Concours. Our group of "committed" Car Guys had a fairly easy task convincing the "powers" that we needed to have a presence. So, after the excitement of getting the green light wore off, we now needed to make a choice: which car should we show?

HMG is a gem of a place located on Cape Cod in Sandwich, Massachusetts. Heritage, situated on 100 acres of lawns, gardens and sylvan woods, is widely known for its rhododendron and hydrangea gardens, its operating 1908 Charles Loeff Carousell and exhibits of early Americana. Oh, I almost forgot to mention our car collection! Actually, I didn't: I was saving the best for last. The Museum's collection of 42 cars, ranging from an 1899 Winton to a 1965 Ford Country Squire, is, I think, one of the best to be found.

Back to the concours. With so many cars to choose from, which should it be? This precipitated much debate, and many angles were considered. One that stood out was Newport's connection to motorsport, and the personality connecting the two: William K Vanderbilt II. Willy K, as he was known, was committed to motor sport and speed.

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In August 1904, the nation's first jail sentence was handed down for speeding at 15 miles per hour in an automobile in Newport, RI! Willy K and friends were known for cruising Bellevue Ave and Ocean Drive at elevated speeds. Could it have been he who was the first arrestee? I doubt it, but folks didn't care for this recklessness, and to accommodate his passion for speed, a safer venue was selected: The Aquidneck Trotting Park near Newport. This event would eventually evolve into the Vanderbilt Cup racing series on Long Island, an international event attracting the best marques and drivers Europe had to offer.

Considering all of this, we thought a car with a sporting flair would capture the mood of Newport's connection to motorsport. Our selection? The Museum's 1932 Auburn Boattail Speedster. The car is iconic, in that it captures the Art Deco feel of the era in a much understated way. It was agreed this would be the best representation of our collection on the show field. It just seemed to belong on the "back yard" of the Breakers Mansion, the venue where the concours takes place. And while it's not contemporaneous with the early days of the Vanderbilt cup, we could nevertheless visualize Willy K tooling down Bellevue in the Auburn (and hopefully not speeding!).

Now, with the choice made, came the preparation for the show. A thorough detailing and tuning were commenced. Though this was a competition, our main purpose was to just be there and be part of this incredible happening.

So the day arrived, Sunday October 3, and our intrepid adventurers, Jon Elmendorf, Elliot Friend, Jon Capistrone, Rick Mignone and David Greenman, gathered at Heritage at the ungodly hour of 4:30 AM for our trek to Newport. As we left the Cape, not much was said (who can carry on a conversation at such an hour?) But as we got closer, the excitement began to grow, and we became somewhat more verbal. And then, finally there, it was all about offloading the Auburn and getting it in place on the show field. As previously mentioned, the show field is the "back yard" of the Breakers. As it entered, the Auburn seemed to relax and feel

right at home. It's the perfect setting for such a car.

This event, fast becoming the Pebble Beach of the East, saw 180 cars in 13 classes competing. And what cars there were, from pioneer race cars to modern day super cars, nothing was missed. Our class, G1 Sport, covered the years 1926 through 1939 and was comprised of nine cars, including three other Auburns. The competition was significant, but we were there primarily for the excitement of being there, and to talk cars, which we unashamedly and continually do. That's the thing! And it was exciting. Audrain does everything with class and panache, and with Jay Leno and Donald Osborne as hosts, their amazing chemistry served to entertain and inform all present. The mood of the place was just the best.

As I said above, we talk cars, and talk we did, to the point of strained vocal cords. And as the day drew to a close and the judges made their rounds, we began to get curious as to the outcome. Third place in our class went to the 1936 Cord 810 Convertible Phaeton, a beautiful and rare example. The runner-up was the 1939 Lea Francis 12.9 HP Corsica Supersports Roadster, the car we speculated would be the winner. When the chief judge approached the Auburn and announced we needed to prepare for the drive to the winner's circle, we were stunned! A first in class was not what we had prepared for, after all, but the presentation of the cup was the proof. To say it was a thrill is gross understatement. It was a day never to be forgotten.



Top: Jon Elmendorf accepting First Place Trophy Cup, G1 Sport

Left: Jon E driving home the gold...ah, silver!



At right (from left): David Greenman, Jon Elmendorf, HMG President & CEO Anne Scott-Putney and Jon Capistrone relishing the moment

Left: The Auburn relaxing on the Breaker's "back yard."



Continued on page 19

Returning to the Cape was a lot more animated than the morning trip, quite obviously. We had vigorous debate over how this could have happened, and I think the general consensus was that, with its flawless paint, its aggressive but understated lines and its general aura, it was just too compelling for the judges to vote otherwise. Much excitement! Would we do it again? You bet! If you haven't been, we highly recommend it. Hope to see you there next year!



*Heritage Museums
& Gardens*
67 Grove St.
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heritagemuseumsandgardens.org



*The 10th
Annual Boston
Cup Concours
Sept. 26, 2021.
1st place Best
of Show – Len
Worden, 1931
Duesenberg
Willoughby
J-368*



*Hilton Head Island Concours d'Elegance 2021
1932 Stutz DV32 – Owned by George H. Holman,
Wilbraham, MA received First in Class for Stutz Class*



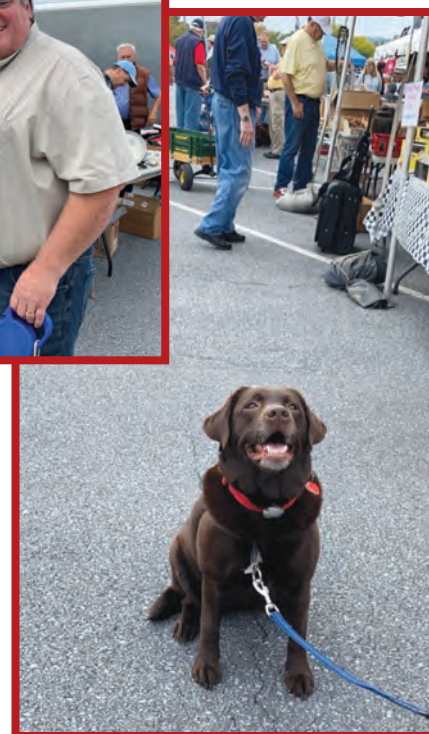
*2nd Place Best of Show – David Gaunt,
1947 Chrysler Town & Country*



*Above: Bruce Giguere,
Past Director NER and
Jeff DeMarey, Current
Director NER at
Hershey 2021*



*3rd Place Best of Show – Jack Child,
1957 Chrysler 300C Convertible*



*Autum DeMarey loves
being at Hershey*

SAVE THE DATE



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10AM - 3:00PM

Registration, Lunch included _____ x\$45.00 = _____

Name: _____

Cell: _____ Email _____

Are you Arriving Friday Evening: ☐ Yes ☐ No

Are you interested in No host Dinner Friday evening? ☐ Yes ☐ No

REGISTRATION DUE DATE – MARCH 10, 2022

Checks payable to NER CCCA-

Mail to: Diane Elmendorf, Treasurer
75 Dear Meadow Lane
Chatham, MA 02633



Hotel information for those arriving Friday Evening

Hampton Inn • 945 Douglas Pike • Smithfield, RI 02917 • Phone 401-232-9200

MEMBERSHIP NEWS

Elliot Friend, Membership Chair for NER reports that renewals are going well for 2022 for the region and we have three new members. Please join us in welcoming them.

- **Harry Pape** ~ 70 Merriam Road, Princeton, MA 01541
- **Sam Fader** ~ 9 Ledgewood Drive, Dover MA 02030
- **Edward Owen** ~ 1486 Main Street, Waltham, MA 02451



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2022 PILGRIM GRAND CLASSIC AND MINI TOUR JUNE 15-19, 2022

by Jon & Diane Elmendorf,
Coordinators

Our New England Region is pleased to announce a Grand Classic & Mini Tour to be held in mid-June of 2022. After a restart in the late summer and fall of 2021 for car activities, we can now look forward to an exciting event in our region.

The arrival date is Wednesday June 15th at our host hotel, the Sandwich Lodge and Resort where our hospitality & registration room will be set up. Trailer parking will be accommodated at Heritage Museums & Gardens. Dinner that evening will be



Grist Mill

Mayflower and of course Plimoth Rock. There will also be time for Ice Cream and browsing the local shops. Dinner that evening will be a banquet at one of the local restaurants in Sandwich.

Friday June 17th we will leave our Classics and travel in a motor coach to Newport, RI. Our first stop is the Newport Auto Museum, opened in 2017 with 85 cars on exhibit. Our lunch stop



Plimoth Patuxet Museum

on your own and a list of local restaurants will be provided.

Thursday June 16th we will be driving our Classics to Plymouth, to enjoy the morning at Plimoth Patuxet Museum. It is an exciting recreation of 1627 life with costumed interpreters immersed in life of that time period. Then we will be driving over to view a working reconstruction of a 1636 Grist Mill. From the Mill we will drive into downtown Plymouth where there are a number of restaurants to choose from, a list will be provided. In the afternoon you can tour the



Mayflower II

Continued on page 22



will be in Newport for a buffet lunch near the Audrain Museum. After lunch we will walk over to the Audrain Museum which is housed in a restored Florentine Renaissance building, just unbelievable. Inside their current exhibit is “125 years of electric cars & beyond”. What would be a trip to Newport without a stop at one of the



“cottages”. We have chosen for you “Marble House”, our favorite one. Finished in 1892 by William K. Vanderbilt with a reported 7 million dollars spent on the marble used. With the day finished we will board our coach for a trip back to Sandwich and a leisurely dinner on your own.

Saturday June 18th our Grand Classic will take place on the grounds of Heritage Museums & Gardens. Heritage is known for its spectacular gardens, in fact, the type known as Dexter rhododendrons was created there and should be in bloom during our visit. Judges’ breakfast and car placement will start things off. During the day we will be entertained by live music with boxed lunches provided to the participants. The awards banquet will follow that evening in the Round Barn with live music and cocktails.

Please plan on joining us for this memorable fun event.



Top left: Newport Car Museum, Top right: Audrain Museum, above: Marble House, at right: Heritage Grand Classic



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