

NEW ENGLAND CLASSIC QUARTERLY & BULLETIN



1932 KB Lincoln Lebaron Convertible Roadster • Owned by Ray Theriault



CLASSIC CAR CLUB
OF AMERICA

NEW ENGLAND REGION

SECOND QUARTER 2022



CLASSIC CAR CLUB
OF AMERICA
NEW ENGLAND REGION

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Magazine & Bulletin

JANUARY

APRIL

JULY

OCTOBER

PLEASE NOTE:

ALL BOARD OF
DIRECTOR'S MEETINGS
ARE OPEN TO ANY MEMBER
TO ATTEND WHEN
THEY RESUME.

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<http://www.cccaner.com/>

In This Issue

Officers	2
Director's Message and Editor's Notes	3
Events Calendar.....	4
My Forty-One Years Involvement with the Lincoln Motor Company by Ray Theriault.....	5
An Old New England Region Sign by Frank Wemple, Club Historian	8
Updates for the Pilgrim Grand Classic and Mini-Tour.....	9
The NOR' EASTER	
Membership News	11
CCCA-NER Judging Seminar Summary	11
Show Business – The Amelia	14
Young Fun at the Amelia	14
VSCCA Castle Hill Weekend - Prewar Cars Invitation	15
Advertisements and Classifieds	16

Editor's Notes:

This issue is a great example of members sharing their "Classic" stories with us including photos for publishing. You could be next. Please consider sharing your "Classic" with our members.

— Heidi Ann



Director's Message:

We recently held an online board of managers meeting. We had good participation and lots of great ideas for future events. We also discussed the upcoming Grand Classic to be held June 15-18, 2022 At Heritage Museum and Gardens, Sandwich, MA. Jon and Diane Elmendorf have put together a wonderful event complete with a two day tour before the Grand Classic. A complete itinerary and registration form is in this issue and the registration deadline is June 1, 2022. You won't want to miss this event. We look forward to seeing you there.

— Jeff

2022 EVENTS

These events are subject to change

NEW ENGLAND REGION GRAND CLASSIC AND MINI TOUR

Sandwich, MA ~ 6/15/22 – 6/18/22

GREENWICH CONCOURS ~ 6/3/22 – 6/5/22

CCCA MUSEUM – GRAND EXPERIENCE ~ 6/3/22 – 6/5/22

MISSELWOOD CONCOURS ~ 7/15/22 – 7/17/22

FOUNDER'S DAY – THE BAHRE COLLECTION ~ 7/16/22

ST. JOHN CONCOURS ~ 7/23/22 – 7/25/22

ACD ~ 8/27/22 – 9/6/22

THE BOSTON CUP ~ 9/25/22

AUDRAIN NEWPORT CONCOURS & MOTOR WEEK

9/29/22 – 10/2/22

AACA HERSHEY ~ 10/4/22 – 10/7/22

VSCCA CASTLE HILL PREWAR WEEKEND ~ 10/15/22 – 7/16/22

NEW ENGLAND REGION ANNUAL MEETING ~ TBD 11/2022

HILTON HEAD CONCOURS – 11/5/22 – 11/6/22

My forty one years of involvement with the Lincoln Motor Car.

By Ray Theriault



1932 Lincoln KB Lebaron Convertible Coupe



1939 Lincoln K Lebaron Coupe

In 1917 Henry Leland and his son Wilfred Leland resigned their positions from General Motors over a disagreement with William Durant, the head of GM, due to the company's unwillingness to join the war effort and turn to manufacturing aircraft engines. When the Lelands left they took a great number of the devoted Cadillac employees with them and they formed the Lincoln Motor Company for the sole purpose of producing aircraft engines for the airplanes needed to fight the war. It took but four months for a brand new factory to be built and another three months to produce the first of 6,500 engines the company would build in less than two years.

In early 1919 the contracts for the engines were terminated and the Lelands were left with a beautifully set up manufacturing facility with nothing to manufacture. That is when they decided to go into the manufacture of automobiles and the new automobile was to be called Lincoln after the president whom Henry so admired. Henry Leland was known as the "Master of precision" for his ability to get his company to produce parts with such accuracy both while at Cadillac and with his own Lincoln Motor Company that offered the ability to freely exchange parts from one engine or other automobile component

to another with no adjusting or custom fitting needed. The new Lincolns were finally ready for the motoring public near the end of 1920. They were hailed to be built as perfect as possible.

While the Lelands were unrivaled in their ability to produce an automobile as mechanically perfect as possible they had no eye or interest in styling of their new automobile. As fate would have it the Leland's timing was about as bad as it could be for someone to start up a new automobile manufacturing company. Due a serious downturn in the luxury car market, financing difficulties and some questionable bogus tax claims issued by the federal government against the Lelands the handwriting was on the wall. The fledgling company was forced into receivership.



1932 KB Factory Bodied 5 Passenger Sedan

In February of 1922 the Ford Motor Company purchased the Lincoln Motor Company for \$8,000,000.00. After a very contentious battle between the Lelands and Henry Ford over some "verbal agreements supposedly agreed by both parties" the Lelands were gone and Henry Ford put his son Edsel in charge of Lincoln. Edsel had a very keen eye and appreciation for styling, having spent time in Europe and seeing all the very stylish swooping designs being put out by the manufacturers over there. With that in mind he set about to change the image of the Lincoln being a "stodgy" automobile to an auto with a bit of European styling to go with its unquestioned mechanical excellence. Edsel would go on to get involved with all of the major custom body builders in the US and together they pulled their brand up to the standards of the other fine automobile manufacturers.

I first got involved with Lincolns in 1981. A friend of mine kept telling me to sell all five 1940 Mercurys that I had and buy a "Classic" car and I would be much better off. I listened to him but I was not convinced. While at the Taunton swap meet he told me to get in the back seat of a later 30's Cadillac limousine and talk to the guy who was sitting in it. It turned out to be Paul Dimaeo and he had a 1934 Lincoln KA seven passenger limousine that he wanted to sell. We talked about it and he told me to stop at his house on the way home [he would not be there] and take a look at it. He said the door is unlocked and just be sure to turn the lights off and close the door when we left. We quickly made a deal and agreed on a price that was easily twenty times what I had paid for my most expensive Mercury. That was the start to what would be my owning more than thirty "L" and "K" Lincolns to this day.

I have had a couple of totally restored cars that I bought that way and more than a few parts cars along the way as well. Primarily I bought good mostly original cars and did my best to keep them that way. I have had two Model "L"

Convertible coupes and a factory bodied dual cowl phaeton. I have had many "KB's", "KA's" and "K" Lincolns over that time span that ran from seven passenger limousines to several convertible sedans and my favorite, my 1932 "KB" LeBaron Convertible Coupe. They were called convertible roadsters but in my opinion if it has roll up windows it is not a roadster.



1932 Lincoln KB Lebaron Convertible Coupe

Currently I have a 32 "KB" five passenger sedan, a 32 "KB" Lebaron convertible coupe and a 1939 "K" Lebaron coupe. The 32 convertible is the first of its body style built and there are a few obvious differences from the later builds. The car was exhibited at the Chicago auto show in 1931 to show prospective buyers what would be available for 1932. I have had my 39 coupe for 35 years and it is the last of four coupes built in 1939, the last year of manufacture for "K" Lincolns. It is the only one of the four survivors that has not been restored with all of its near perfect interior and 95% of its original paint on the 21,000 mile car.



1939 Lincoln K Lebaron Coupe

My most adventurous trip in a Lincoln was in 1985 or 1986 when I drove a 1937 Buick convertible victoria from my home in Connecticut to Indianapolis, Indiana for a Lincoln meet.

With stops in Auburn to see the ACD Museum and in Chicago to visit a high school friend along the way we made it to Indianapolis with just two problems. There was a blowout in Chicago which necessitated taking the blackwall spare tire out of the trunk and putting it on the car to continue on to Indy. When that happened I called Coker tire in Tennessee and ordered two tires and tubes to be shipped by Greyhound bus to my brother's place in Indy which would be my next stop after spending a couple of days in Chicago.

On the way to my brother's place I had another tire go bad in the rain and in the dark. Now I had to take one of the side mount tires off the car to be put into service to get us to my brother's place. Never intending to use either of the side mounted

wheels the tire pressure was not an issue. But it turned out to be as when I let the car back on to the ground it was grossly under-inflated. I limped it about 15 miles to my brother's place and the next day with a couple big screwdrivers and a big hammer out in his driveway the new rear tires were in place and we were fine for the remainder of the trip.

As it turned out the tires got to Indianapolis before I did. Aside for stopping to stitch up the old top a few times the car performed flawlessly. One of the attractions of attending the meet at the Brickyard was the ability to take your car out onto the famed track for a couple of laps. There was a pace car but by laying back and letting it get far ahead you could build up some speed before catching up to it. It was an experience that I will not forget. We did stop at the Swigart Museum in Pennsylvania on the way back home and saw the famous unrestored Oldsmobile Limited there.



The three cars I traded for my 32 KB convertible roadster were a 1930 LeBaron convertible roadster, 1937 LeBaron convertible sedan, 1929 factory bodied dual cowl phaeton.

At the Judging Seminar on March 26, 2022 NER member Joe Gildea brought an old New England Region sign and generously donated it to the Region.

The sign came from the estate of Payson Little who was a New England Region Manager from 1962 to 1968. The sign is hand painted on the smooth side of a Masonite board that measures 44" by 18". There are straps on the back for attaching the sign to some sort of stand or bracket. The straps are attached to wooden blocks attached to the back of the sign with two screws in each of the four corners. At first, I thought that the straps were designed to go around a trunk on the back of a Classic, but they are too far apart and not nearly long enough.

The picture of Doc and Betty was taken in front of the second clubhouse which the New England Region rented from 1959 to 1963, so the signs were obviously made before 1963. The car badge logo was designed and produced in 1956, so the signs were made sometime between 1956 and 1962.



The black and white picture is of F. Lawton "Doc" and Betty Barrows with a similar sign propped up on the front of their Lincoln. Doc and Betty were major movers and shakers in the early days of the region. The artwork (lettering, NER car badge, etc.) on the two signs is identical, although the sign between Doc and Betty is longer with two lines of lettering rather than three. Their sign has the same two screws in each corner to attach straps. The two signs were obviously made at the same time.

An Old New England Region Sign

By Frank Wemple, Regional Historian



Perhaps someone can add some information about these signs. Where were these signs usually displayed? What were they meant to be attached to? Who designed the signs? Who made them?





CLASSIC CAR CLUB
OF AMERICA

NEW ENGLAND REGION

UPDATES FOR THE PILGRIM GRAND CLASSIC AND MINI-TOUR

JUNE 15TH - 18TH, 2022

Getting your Classic ready for a Grand Classic can be stressful at times. If your car isn't ready, that's OK, put that hammer down and come and join us for our Grand Classic at Heritage Museums and Gardens on Saturday June 18th, 2022. The admission fee into Heritage will be paid for by the New England region, all you have to do is wear your nametag and show it at the admissions building for entrance. Come enjoy the Classics on a green lawn with live music, and see your fellow club members, it's been a long time.



Updates for the Grand Classic and Mini-Tour: Things are progressing nicely for the Pilgrim Grand Classic and Mini-Tour. On Thursday's Plymouth/Patuxet drive, we will have Classic car club members watching our cars while we visit the Grist Mill, the Mayflower II and have lunch in downtown Plymouth. We will have a shuttle service to bring you from your parked cars to the Mayflower and downtown Plymouth and back again. Dinner that evening will be at the Sagamore Inn restaurant, in a semi permanent tent outside with new amenities close by.

On Friday Whitney Overocker, one of our NER member's and a Newport resident, has graciously volunteered to narrate a tour while on the coach bus heading to Newport. It should be a fun day visiting two car museums, with lunch at the La Forge restaurant and a tour of the Vanderbilt's Marble House.

On Saturday the Grand Classic is being held on the beautiful grounds of Heritage Museums and Gardens. There is a special exhibit this year called Creating Cape Cod which shows how Cape Cod has been turned into a tourist mecca over the last 100 years. A must see is Paul Tacy's original 1930 Curtiss Aerocar Camper and his unrestored Packard 633 roadster tow vehicle. It is on display in the lower Round Barn.

We look forward to seeing you there. Jon & Diane Elmendorf





CLASSIC CAR CLUB
OF AMERICA

PILGRIM GRAND CLASSIC & MINI-TOUR

June 15 - 18, 2022

HOST HOTEL: Sandwich Lodge & Resort
54 Route 6A Sandwich, MA 02563

Ask for CCCA special rate. Breakfast is included.
A block of 50 rooms will be held until May 4, 2022.
Please make your reservations early as this is high
season on Cape Cod. Please call 508-888-2275 for
reservations. Two night minimum stay.
Rates \$124 to \$164 per night.

Alternate Hotel:

Dan'l Webster Inn
149 Main St., Sandwich, MA 02563
508-888-3622

COORDINATORS:

Jon & Diane Elmendorf
75 Deer Meadow Lane, Chatham, MA 02633
508-945-9443

GRAND CLASSIC LOCATION:

Heritage Museums & Gardens
67 Grove St., Sandwich, MA 02563

SPECIAL EVENTS:

Thursday will be a driving tour to Plymouth to the Patuxet
Museum, the Plymouth Grist Mill & The Mayflower. Friday
we travel by motor coach to Newport, RI to visit two
car museums and Marble House, one of the Newport
"cottages". Saturday's Grand Classic will be held at the
beautiful Heritage Museums and Gardens.

Name _____

Address _____

City, State, Zip _____

E-mail _____

Name(s) for name tag(s) _____

Year/Make/Model _____

Available for judging? Yes _____ No _____

Available for tabulating? Yes _____ No _____

Trailer parking needed? Yes _____ No _____

Mini-Tour: _____ Grand Classic _____ Both _____

**REMEMBER TO REGISTER WITH NATIONAL USING
THE SEPARATE FORM.**

SCHEDULE:

Wednesday, June 15, 2022

3:00 PM Hospitality room open. Registration packets
available. Dinner on your own.

Thursday, June 16, 2022

9:00 AM Depart for Plymouth driving tour.
Lunch on your own.

4:00 PM Hospitality room open.

6:00 PM Dinner at the Sagamore Inn

Friday, June 17, 2022

8:30 AM Depart by motor coach for Newport

4:00 PM Hospitality room open.

6:00 PM Dinner on your own.

Saturday, June 18

7:45 AM Registration packets at museum entrance.

8:00 AM Judge's breakfast at Heritage Museum.

8:00 AM Classics may enter and proceed to show field.

9:00 AM All Full Classics must be on the show field.

9:30 AM Judging begins.

12 NOON Catered box lunch. Other food available for
purchase but expect long lines.

5:30 PM Cocktails (cash bar) at Heritage Museum.

6:30 PM Awards banquet Heritage Museum.

ACTIVITY REGISTRATION DEADLINE JUNE 1, 2022

Registration per person #_____ @ \$70.00 = \$ _____

THURSDAY: Driving tour #_____ @ \$108.00 = \$ _____
including dinner at the Sagamore Inn.

☐ Beef Short Ribs ☐ Chicken Parmigiana or

☐ Baked Stuffed Shrimp

FRIDAY: Motor coach Newport tour, 2 auto museums,
lunch and Marble House included.

#_____ @ \$137.00 = \$ _____

#_____ @ \$ 23.00 = \$ _____

SATURDAY: Box lunch - Wrap Choices:

☐ Roast Beef ☐ Turkey ☐ Ham ☐ Veggie

Awards Banquet (cash bar) #_____ @ \$ 86.00 = \$ _____

TOTAL \$ _____

Make checks payable to: CCCA-NER

Mail check and registration form to:

Elliot Friend

15 Pine Cobble, Plymouth, MA 02360

THE NOR'EASTER

MEMBERSHIP NEWS

Our membership numbers are holding steady around 175 members plus associates. Now that we are able to gather we are looking forward to seeing everyone and we hope that our Grand Classic will be well attended.



CCCA NER Judging Seminar Summary

The Judging Seminar was held on March 26, 2022 at Laferriere Classic Cars in Greenfield, RI. Forty Five members and guests were registered for the event. Some of the guests arrived Friday evening and gathered for dinner at a local restaurant; Tavolo Wine Bar and Tuscan Grille. The atmosphere and service was excellent. After dinner several members of the 40 and under group continued the evening at another local establishment.

Saturday the seminar began with a coffee and donut hour where the members were treated to the many cars on display at Laferriere's business. Jeff DeMarey began the seminar with introductions of Frank Wemple, Head Judge for the Grand Classic, Jon and Diane Elmendorf who are coordinators of the event and Steve Babinsky, President of CCCA and National Head Judge, who was present to conduct the judging seminar.

A video of how the judging works was presented followed by questions and answers. The group then broke up into small groups and were given the opportunity to judge some of the cars.



**Charlie Wallace and
Anastasia Elmendorf**



After the judging was completed, a wonderful lunch planned by Torrie Laferriere was enjoyed by all.



**1904 French Front Oldsmobile 4 Passenger rear Tonneau
1 Cylinder 10 Horsepower • NER Region member Whitney
Overrocker, is a Passenger • Carl Edwards Photo**

Several CCCA members that were present at the Judging seminar stayed another day to enjoy the display of these veteran cars and their drivers and watch the Start of the tour. The tour followed a route to the Bristol Harbor Inn where they enjoyed a buffet Lunch. The tour then circled back to Ochre Court where the tour concluded at 3:00pm.

Later that evening the participants were welcomed to Dinner by Donald Osborne and Nic Waller. Rupert Banner from Bonhams who sponsored the event gave a short presentation to the participants. Enjoy the following photos taken by CCCA Members Dr. Carl Edwards and Casey Nava and Ashley Charlton of Navadise Media.

A bonus activity for the weekend was on Sunday, March 27, 2022. The Audrain Motorsport Veteran Car Tour sponsored by Bonhams was held at Ochre Court, Newport, RI. Our Seminar host Tom Laferriere and AJ San Clemente participated in the car tour in a Stanley Steamer. And Regional member Whitney Overrocker was a passenger in a 1904 Oldsmobile.



**Driver's Meeting in Ochre Court
Carl Edwards Photo**



Ochre Court, Newport, RI • Navadise Media Photo



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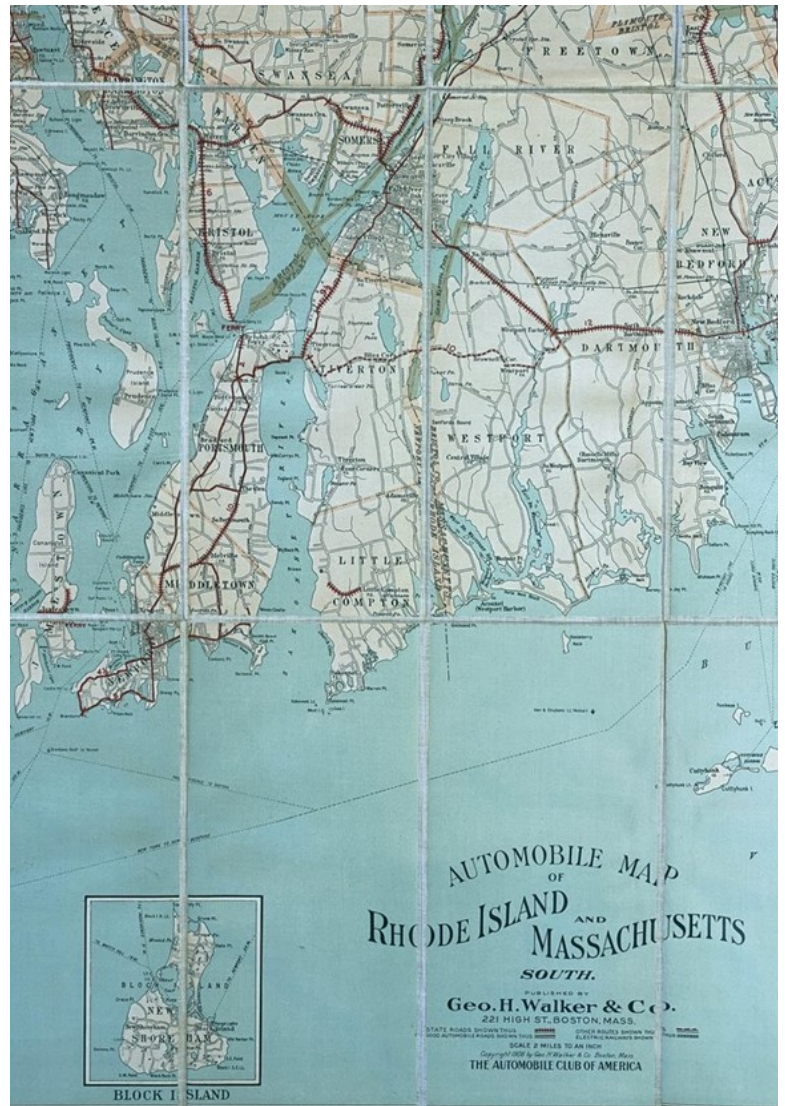
**Wayne Carini, Ralph Marano in Curved Dash
Oldsmobile**



**NER Region Members, Tom Laferriere and AJ San
Clemente in Stanley Steamer**



The Lineup • Navadise Media Photo



**Audrain Motorsport Veteran Car Tour - MAP of Area
Internet Photo**

Show Business



**Best in Show Photo - The Amelia 2022
Natalie Charlton Photo**

The Amelia concours by Haggerty was a spectacular event with over 215 cars being shown. The weekend event was enjoyed by some 22,000 enthusiasts.

Best in Show, Concours d'elegance was a 1934 Duesenberg Model J Convertible Coupe and a 2017 Cadillac Dpi-V.R. Best in Show, Concours de Sport

There were 80 Judges for the Concours and among them were our very own Jeff and Chris DeMarey.



Best In Show The Amelia • Chris DeMarey photo



Chris and Jeff DeMarey

Young Fun at the Amelia

My sister and I have had the privilege of growing up in the Classic Car Club of America, going on amazing tours, viewing private collections, meeting wonderful club members from across the country. One thing usually stands out though that we are usually the youngest in the group. I know the club talks about this topic often and the solution may seem far off to gaining a younger club member demographic but I'd like to think that we've started something fun in the right direction. For the past two years during the Amelia Island Concours (now The Amelia) we've started a get together on Friday night with some of the younger members. Younger is a loose term really but I would say people under the age of 45. It's a casual meet up at a local fun restaurant with no

real plan just great conversation, good music and cocktails! We met this past Amelia at a new establishment downtown Fernandina Beach called Duck Pinz which is a unique cocktail bar with Duck Pin bowling. There was great car conversation to be had and a few new introductions to other younger car loving individuals. One point of conversation was the 1929 Packard Sedan that sold at Bonhams the day before for just \$10,000!! We all were kicking ourselves for not buying it!



This casual meet up has now extended, during the March judging seminar in Rhode Island we had a group of 8 of us "youngsters" who all attended the seminar as well as went out that evening together. Then again the night before the Audrain Veterans tour we met up with some of the new people we met from Amelia and had a wonderful night in downtown Newport.

Something fun but casual, not over thought or over planned might be the key to introducing new younger members into the club. We will definitely be looking forward to getting together at the new car event!!

Regards,
Natalie Charlton

VSCCA PREWAR WEEKEND

We invite you to attend the Castle Hill prewar weekend on October 15 and 16, 2022

This event is open to all VSCCA members and other clubs that want to enter *prewar II cars.

The event will take place at the Castle Hill 2000 acre estate (Crane plumbing) on the shore of Ipswich, MA about 30 miles NE of Boston (290 Argilla Road). The house has a 360 degree view of the Atlantic ocean and its associated salt marsh with spectacular landscaping. It also includes 4 miles of beach front and was the home of our Castle Hill Concours and Hill Climb during the late 1990's and early 2000's and last year's prewar weekend.

Road Tour

The event will kick off from the Crane Beach parking lot, at the end of Argilla Road, on Saturday at around 10:30. The road tour will be of the Massachusetts North Shore broken up by an off the menu lunch. It will include a number of fun questions and an interesting stop or two on the way. Entry is for prewar cars only.

Saturday Night Dinner

This year the dinner will be catered in the Great House (Crane mansion) on the estate. Due to the formality of the building we ask that men wear coats. Cocktails at 6:00 and dinner at 7:00. The address is 290 Argilla Road. Reservations are on a first come first served basis.

Hill Climb

On Sunday at 9:30 we will have a hill climb on the estates' ½ mile very picturesque driveway ending up in the courtyard of the mansion. The event will be open to prewar cars of VMC club members (VSCCA,

VRG etc.). We require fire extinguishers, seat belts and drivers must wear crash helmets. No passengers are permitted. All cars must be numbered on both sides. If you are not a VMC member please contact Tom Ellsworth at 978-768-7000 for entry approval. Entries are limited so acceptance is on a first come first served basis.

Coffee will be available before the climb and sandwiches will be available in the courtyard for lunch (included in the hill climb entry fee).

Exhibition of Prewar cars

During the hill climb on Sunday we invite you to exhibit your prewar car (non hill climb cars) adjacent to the courtyard in front of the mansion. Your car must be in place by 9:00 am on Sunday as you will be using the same access road as the hill climb. You will not be allowed to exit until lunch or when the event is over in the afternoon. You will have free access to the event by showing a pass which will be emailed to you later.

Parking

Parking of tow vehicles, trailers etc. will be in the beach parking lot, just a half mile beyond the estate on Argilla Road. You can drive your prewar car back to the estate.

The lot will be open from sunrise to 8:00 pm on Friday, sunrise to 10pm on Saturday and from sunrise to sunset on Sunday. The lot is gated and we will have limited security on Friday and Saturday nights. **No street vehicles are permitted on the estate.**

Access Pass

As mention above, access passes will be mailed to you after you have registered.

For questions please contact Steve Silverstein at 774-232-2990 or Tom Ellsworth at 978-768-7000. For the Tour contact Ben Bragg at 617-694-4176.

Vintage Sports Car Club of America

Castle Hill PreWar Entry Form • *Prewar Only • October 15 & 16, 2022

EXHIBITION OF PREWAR CARS

October 16, 2022 before 9:00 AM • The Great House at Crane Estate 290 Argilla Road, Ipswich, MA. Must be in place before 9:00 AM and cannot leave until noon or after 4:00 PM.

Car Type and Year: _____

HILL CLIMB

Entries are limited and are approved on a first come first served basis based on receipt of application.

Yes: ☐ No: ☐ I am 18 years of age or older, and currently hold a valid State driver's license.

Yes: ☐ No: ☐ I am not currently on probation with any club. If "no", please provide details on back of entry form.

Yes: ☐ No: ☐ I recognize that my car must be technically examined prior to your runs.

Name and Phone of person to contact in case of emergency: _____

I understand that this is a VSCCA event in which the primary and only objective is the safety of all participants and the preservation of our vintage cars, and I agree to drive in accordance with that philosophy, and to be excluded from the remainder of the event if the event chairman finds that I am not in compliance.

By signing this form, I acknowledge and certify that all of the above information is true, and I understand that participating in a vintage speed event such as this is mentally and physically demanding activity that involves risk.

Driver Name: _____

E-Mail: _____

Street Address: _____

City, State, Zip: _____

Tel. (H): _____ (C) _____

Car Number: _____

Description of your prewar car: _____

Driver Signature: _____

Tour Entry Fee \$ 25 \$ _____

Hill Climb Entry Fee \$ 185 \$ _____

Saturday Night Dinner # \$ 60 \$ _____

Total Enclosed \$ _____

PAUL RUSSELL'S SHOP TOUR • EXHIBITION OF PREWAR CARS

Number of people _____ Number of people _____

Owner: _____

Date: _____

Hill Climb entrants, please sign the attached insurance waiver and include it with your application. Application, waiver and check made out to the VSCCA should be sent to:

Tom Ellsworth, 105 Belcher Street in Essex, MA 01929.

**HRG, MGTC (with 19 inch wheels) and CCCA post war cars are accepted.*



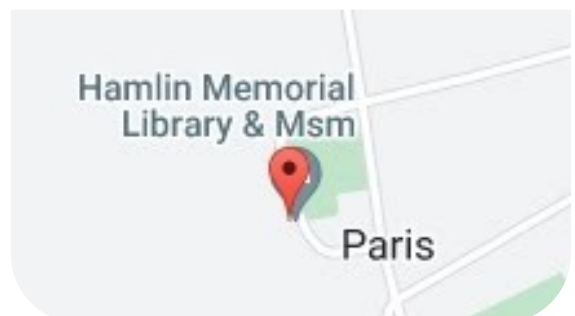
Experience American Luxury

June 3-5, 2022



*Sat., July 16, 2022
9am-5pm
Rain or Shine*

The 43rd annual Founder's Day to support the Hamlin Library and Museum in Paris, Maine will be held Saturday July 16, 2022. The showpiece of the charity event is the Bahre Collection of antique and classic cars.



True Motion Stirs The Soul & Inspires Education

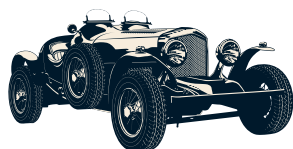


**We are looking to accept
collector car donations.**

'Classics to Kids' Program

Your donation will be used to educate younger generations about the history of transportation.

Please help...we have more kids than seats!



Springfield > Boston

EDUCATION

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