

NEW ENGLAND CLASSIC QUARTERLY

NEW ENGLAND REGION
OF THE CLASSIC CAR CLUB OF AMERICA



*1931 Chrysler CG
Imperial Coupe by
LeBaron and 1932
Chrysler CL Imperial
Convertible Roadster
by LeBaron from The
Morgan Collection and
in the background a
wall highlighting some
of the many awards of
their collection.*



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NEW ENGLAND REGION

FIRST QUARTER 2020



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Director's Message:



It still sounds strange to say 2020 and even harder is to remember to correct the year on my correspondence and worse yet my checks but the upside is I remember to send the correspondence and the checks so I would say I am off to a great start.

That being said I am excited to report that we officially welcomed two new members of our Board of Managers, Elliot Friend and Russ Rocknak and Rich Doucette was elected for another three year term. Elliot has been with our region for a number of years. He is a volunteer for Heritage Museum and Gardens

in the automotive collection. Russ Rocknak is the Founder of Mesh New England, a magazine that features all things automotive. In fact you will get to see first-hand in this issue an article that he wrote on our dear friend, the late William "Bill" Ruger, Jr.

Another bit of exciting news is we have officially set the date for our Famous New England Region Tech Seminar. On April 18, 2020 we will be traveling to The Newport Car Museum in Portsmouth, RI. The seminar topics will include Restoration Painting, Rebuilding of Engine Components such as Water Pumps and Fuel Pumps. Full details are listed in this publication and on our Web site and Facebook page along with the new online registration forms. As promised, it is an easy process to get signed up.

We are also planning some one day touring events in each area of our region. If you would like to suggest an area or host an afternoon tour in your area, let's talk and see what you have in mind. Till then – *Jeff*

Editor's Notes:



In 2020 we are mixing things up a bit with one day tours in each state within our Region. We want to see each other in our home areas, kick some tires and talk about our projects.

So be sure to participate in all that our wonderful club has to offer.

— *Heidi Ann*

2020 Events

March 5- 8 – Amelia Island Concours, Florida

March 25-28 – CCCA Annual Meeting – *King of Prussia, PA* – Register Online

April 17-18 – NER Tec Seminar, Newport Car Museum,
Portsmouth, RI – Register Online

April 18 – Automobilia Auction – Nest Egg Auction Gallery – *Berlin, CT*

May 7-9 – AACA Meet – *Auburn, Indiana*

May 5-14 – CCCA Canadian CARavan – Register Online

May 16 – VSCCA Wilbraham Hill Climb

May 29-31 – *Greenwich Concours, CT*

June 6 – Tentative Date for NER –One Day Tour in CT, Details coming soon

June, 2020 – CCCA Museum Experience - TBA

June 25-28 – Ohio Region CCCA Grand Classic and Mini CARavan

July 17-19 – Misselwood Concours, *Endicott College*

July 18 – Founders Day, The Bahre Collection, *Paris Hill, Maine*

July 26 – St. John's Concours

August 9 – Vintage Racing Stable Charity Concours – *Sanborton, NH* – Tentative Date

August 16 – *Pebble Beach Concours, CA*

September 27, 2020 – The Boston Cup, *Boston Commons, MA*

September TBD – Hemmings Concours – *Lake George, NY*

October 1-4 – Audrain Museum Concours Events

October 7-10 – AACA Annual Fall Meet, *Hershey, PA*

In This Issue

Officer's, Managers and Advisors ...2

Director's Message 3

Editor's Notes 3

Events Calendar 3

Milestones in Automotive History
- Part Two 4

Technical Notes – *Future Articles
Needed, Can you Help?* 7

Forever Vigilant –
By Russ Rocknak 8

4 Wheeled Friends –
A Blog, Preserving the Past 12

MILESTONES IN AUTOMOTIVE HISTORY

1865 - 1897 (PART 2)



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Insight into how and when the automobile and its various technical advances were achieved. It is provided here from an internet source back in 2009; 3DAuto.com a sight that brought together various technical advancements for the modern vehicles of that time period and this was a blog type feature within that site that was informative and interesting.

1866 German engineers Nikolaus August Otto and Eugen Langen designed a more efficient gas engine.

1867 Georges Leclanche of France invents the dry cell battery. The battery depends on a damp paste rather than liquid.

1869 Frank Durrtyea is born

1870s Bicycle wheel bearing technology is improved. Solid metal bearings replace soft metal bushings, and conical friction-bearings. Soon wheel bearing technology crosses over from bicycles and is applied to automobiles.

1870 Dr. Benjamin Franklin Goodrich starts the B.F. Goodrich Tire Company in Akron, Ohio

1870s Goodrich manufactures solid rubber tires for carriages and bicycles

1871 Continental Tire was founded in Hannover Germany

1872 George Brayton of Boston patents an American gasoline engine.

1872 David Boyle designs a refrigeration machine based on the compression of ammonia

1872 George Brayton of Boston patented a gasoline engine

1872 Giovanni Battista Pirelli launches G.B.Pirelli & C. partnership "for the manufacture and sale of elastic rubber".

1873 American George Brayton developed an unsuccessful two-stroke kerosene engine

1875 Siegfried Marcus built a vehicle powered by a gasoline engine and his rotating brush carburetion device.

1876 The sulfur dioxide compressor was developed

1876 Germans Eugene Langen and Nikolaus August Otto improved upon Siegfried Marcus' engine and produced the first workable 4-stroke internal combustion gas engine. Gottlieb Daimler was involved in the engine's design

1876 The first successful two-stroke engine was invented by Sir Dougald Clerk

1876 Eugene Langen and Nikolaus August Otto improved upon Siegfried Marcus' engine by building the first workable 4-stroke internal combustion gas engine - the "Otto cycle".

1876 Dr. Willis H. Carrier, known as the "Father of Air Conditioning" is born

1879 Attorney George B. Selden, applied for and received a patent for the automobile. Interestingly, while Selden had never built a car he was able to file claims against automobile manufacturers. Seldon's claims were ultimately thrown out.

1881 Ettore Bugatti is born

1882 Nikola Tesla and George Westinghouse receive a patent for the electric fan

1883 Count Albert de Dion-le Val, Georges Bouton and Charles-Armand Trépardoux begin producing steam-powered vehicles

1883 German Wilhelm Daimler patented a more efficient, 4-stroke, gasoline-fueled engine. Earlier engines had usually been powered by hydrogen or turpentine vapors.

1883 French engineer, Edouard Delamare-Deboutville, designed a single-cylinder four-stroke engine that ran on stove gas. While it is unclear whether the Frenchman ever built his engine, its design is notable for its high degree of sophistication and advanced design.

1883 Warren Johnson invents the first automatic temperature control. Afterward, Johnson formed the Johnson Electric Service Company, the predecessor to Johnson Control

1884 William Whiteley created the first air conditioned vehicle. Whiteley placed blocks of ice in a holder under horse carriages. A fan attached to the axle blew over the ice and cooled the passenger compartment.

Continued on page 5

1885 Wilhelm Daimler mounted a more efficient, 4-stroke, gasoline-fueled engine on a bicycle. Daimler's engine burned gasoline rather than earlier models that tended to burn turpentine vapors or hydrogen.

1885 Wilhelm Daimler's first engine was mounted on a bicycle and became a prototype of the modern motorcycle.

1885 Carl Benz successfully tested a gasoline powered engine mounted on an automobile frame. The engine produced about 1/2 horsepower and allowed Benz to drive the vehicle around 8 to 10 mph.

1885 Gottlieb Daimler invented what is often recognized as the prototype of the modern gas engine. Daimler's engine featured a carburetor and was powered by gasoline.

1885 Gottlieb Daimler was granted a German patent for his one-cylinder, water-cooled engine design.

1885 In Mannheim Germany, Carl Benz successfully tested his first gasoline powered motor vehicle. The automobile was remarkable for its day. The power source consisted of a 1-hp, 1-cylinder engine. In addition, the vehicle was designed with an electric ignition, carburetor, a water cooling system, differential, mechanical valves, and a braking system. Lastly, the wooden two seater body was mounted on a steel chassis. Steering used a boat-like tiller. His automobile had a top speed between 8-10 mph.

1886 Charles F. Kettering was born in Ohio.

1886 Karl Benz received the first patent for a gas-fueled car.

1887 Dr. Graham Edgar, developer of the octane rating system is born.

1887 Daimler built and installed his vertical single-cylinder engine into a 4-wheeled, converted carriage with encouraging results. It had an increased horsepower of 900 rpm (as compared to Benz's 300 rpm) and was the first high-speed internal combustion engine, developing one and one-half horsepower.

1888 Albert of Dion won the first Paris to Versailles auto race. Albert drove a steam-powered vehicle that was equipped with two large front wheels and two small rear wheels. He beat-out the field (including his business partner) by completing the race with an average speed of less than 13 mph.

1888 Belfast Ireland native John Boyd Dunlop patented pneumatic bicycle tires. Dunlop stretched a thin rubber sheet covered with fabric over the bicycle wheel and inflated the tire. Dunlop's tire reduced vibration, was lighter and dramatically improved traction. Due to the rise in popularity of bicycles, Dunlop's re-invention of Thompson's earlier patent was warmly received. The following year Dunlop sold his patent to Harvey du Cross, Jr., who went on to start the Dunlop Rubber Company.

1889 Shojiro Ishibashi, the founder of Bridgestone, is born.

1889 Harvey Du Cross Jr purchased the patent for pneumatic bicycle tires from John Boyd Dunlop.

1889 Daimler built an improved four-stroke engine with mushroom-shaped valves and two V-slant cylinders.

1890 Pirelli launches a new rubber division to produce pneumatic bicycle tires

1890 Wilhelm Maybach built the first four-cylinder, four-stroke engine.

1890 Ralph Teetor, inventor of cruise control is born.

1890 Edwin H. Armstrong, inventor of the basic electronic circuits underlying all modern radio, radar, and televisions is born.

1890 The Travelers Insurance Company of Hartford, Connecticut issues the first individual auto insurance policy.

1891 Nicolaus Otto dies

1891 Michelin was granted a patent for a detachable tire.

1892 Eugene Houdry born

1892 Charles and Frank Duryea design a horseless carriage that will be powered by a two cylinder engine.

1892 Continental began production of pneumatic (air filled) bicycle tires.

1892 More than 1,000 attend an organizational meeting in Chicago of National League for Good Roads. The organization was established to lobby for national road legislation.

1892 Alexander Brown and George Stillman patent an inflatable pneumatic automobile tire. Although other inventors built inflatable automobile tires, they had not yet

Continued on page 6



1893 Charles and Frank Duryea built the first successful gasoline powered automobile in the United States.

1893 Massachusetts became the first state in the nation to issue license plates.

1893 Charles and Frank Duryea introduce what has been recognized as America's first successful internal combustion horseless carriage. They named their invention a "buggyaut."

1893 The first use of a dry single-plate clutch was employed by the Duryea brothers. However, prior to the introduction of durable friction material, clutches tended to wear out within a few hundred miles.

1893 Dr. Wilhelm Maybach develops the spray-nozzle carburetor.

1893 Rudolf Diesel received a German patent for his invention of the diesel engine. Unlike gasoline powered engines, the diesel engine burns fuel oil and relies on compressed air rather than a spark to ignite the fuel. Diesel engines would later become popular in European automobiles, but would make their greatest impact in large equipment and industrial machinery.

1894 Svante August Arrhenius begins calculations that lead to the conclusion that doubling of CO₂ would lead to average temperature increase of 5 to 6°C, and that increasing use of fossil fuels could create this problem. According to Arrhenius, "It would allow all our descendants, even if they only be those of a distant future, to live under a warmer sky and a less harsh environment than we were granted."

1894 The Michelin brothers produced a pneumatic tire for cars.

1894 French manufacturer Emile Levassor designs a basic automobile component layout that is still widely used today. He placed the engine in front, followed by the clutch, gearbox, propeller shaft, and differential and driving axle.

1894 The modern transmission was introduced by Louis-Rene Panhard and Emile Levassor.

1894 The Paris-Rouen race is won by a steam-powered vehicle driven by De Dion-Bouton.

1894 The Vacheron introduced the steering wheel. Previously automobiles were equipped with a rudder, similar to those found on boats.

1894 Heinrich Rudolf Hertz dies at the young age of 36.

1894 Alexander Strauss invented a process that would allow fabric to stretch in one direction. This fabric process would impact tire production 17 years later.

1895 Michelin entered a car in a 350-mile race from Paris to Bordeaux. The car had rubber air filled tires and suffered over 20 flats before the race was over. Their inflatable tire was declared a failure.

1895 The Duryea brothers established the Duryea Motor Wagon Company.

1895 Frank Duryea wins America's first automobile race. The motorist raced through snow from Chicago's Jackson Park to Evanston, Illinois and back. Duryea beat out the competition over the 54 mile course in just over 10 hours with an average speed of 7.3 miles per hour. Duryea claimed a purse of \$2,000.

1896 Dr. Wilhelm Maybach and Gottlieb Daimler of Germany had teamed up to build an automobile equipped with a float-type spray carburetor.

1896 Henry Wells of New York City is recorded as being involved in America's first automobile accident. While driving, his Duryea, Wells struck a bicyclist. The cyclist suffered a broken leg and the driver was promptly hauled off to jail, where he spent the night.

1896 Henry Ford built an internal combustion engine from plans he read in a magazine.

1896 J.R. Heath applied many of the basic design concepts of railway pneumatic suspension and applied it to the automobile for the first time. Heath's design included annular air bags around the axle ends in conjunction with springs.

1896 Goodrich production of automobile tires began.

1897 While working for Mercedes, Wilhelm Maybach began working on a new type of radiator. Earlier radiators required a large amount of water and were relatively inefficient. Engine size and power was limited due to the large amount of heat that an engine would produce. To produce more powerful engines would require a more efficient dissipation of heat. Early radiators were relatively inefficient and consumed large amounts of water. To accommodate the large amount of water, automobiles were equipped with very large, heavy coolant circuits. Maybach's 1897 radiator design consisted a large number of small tubes which were flushed by coolant and supplemental cooled by airflow.

Starting Difficulties:

Starting difficulties can, of course, stem from many things, but here are a few common problems particularly related to ignition.



Photos.cadillacsalclub.org Gallery 1932-1939/ 1932 V16 internet photo

Dampness:

- Very often, after a heavy rain or prolonged dampness in storage you will have difficulty starting your car. Turn off the ignition (always a good idea if you plan on looking under the hood.) Then proceed to open the hood and with a clean rag, wipe dry the high tension wires, spark plugs, coil and distributor cap. This simple step might solve the problem.

Engine turns but will not start:

- Perhaps the choke won't open
- Maybe too much fuel is entering the system
- The spark from the spark plugs may not be strong enough
- Timing may be way out of adjustment

Engine Starts but won't continue to run:

- Resistor is defective
- Ignition wiring is damaged
- Distributor cap may be cracked or points burned or out of adjustment

THESE ARE JUST A FEW
OF THE AILMENTS THAT
YOUR CAR MIGHT HAVE.
THE BEST WAY TO AVOID
THESE AILMENTS IS TO
REMAIN CURRENT WITH
ROUTINE MAINTENANCE
FOR YOUR ENGINE.

NOTE:

We need future articles for this section...

If anyone has a few good ideas to share, all of us in the region would be delighted to read about them. Please email them to the editor at classic4@megalink.net



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FOREVER VIGILANT

This article originally appeared in “Mesh New England Magazine” in the Winter, 2019 Issue. It was written and photographed by Russ Rocknak, Founder of the Magazine.



Andy Swift, of Firefly Restorations in Hope, Maine, gives us a firsthand look at one of the late William B. Ruger Jr.'s favorite rides, a 1936 American LaFrance fire engine that originally served in Brookline, Massachusetts.

Last September (2018), we lost a fellow car guy when William B. Ruger Jr. passed away. Bill—as we knew him—was the chairman of the board and chief executive officer of Sturm, Ruger & Co. He was the second CEO of the Connecticut-based firearms company and the son of its founder. Ruger was a great admirer of the fire engine, and he liked to collect, restore and drive certain models, each unique in its own way. Enter Andy Swift, who owns and runs Firefly Restorations in Hope, Maine. It's one of the best places on this planet for an old fire engine to find itself in its later years, and the fire-engine connection between Swift and Ruger sparked their friendship.

Sometimes like attracts like, and in this case the two men spent a lot of time sharing their passion for the fire engine and their expansive knowledge and admiration of mankind's challenge to fight fires. Soon after Ruger and Swift met, Firefly Restorations began helping to make Ruger's dreams come true by sourcing, creating and restoring fire engines for his personal collection.

In memoriam to his friend, Swift brought me to Bar Harbor, Maine, to visit and learn about one of Ruger's

favorite fire engines from his collection: a 1936 American LaFrance.

“The first restoration I did for Bill was a 1924 4-cylinder American LaFrance T-head ex-White Plains, New York, squad truck,” said Swift. “It was a straight-up squad right from the start. He got that fire engine when he was 14 or 15 years old. He was attending St. Paul's School in Concord, New Hampshire, and he found it in a barn. He got it running and would get all of his buddies at school together, and they would ride in the middle of the night down to Bridgeport, Connecticut. This man loved that truck, and I got the restoration on it. That is big shit in my world, dude.

“This truck's main chassis was originally a 1,500-gallons-a-minute pumper,” explained Swift of the 1936 American LaFrance. “That big V-12 was designed to pump water, and a lot of it—pumping 1,500 gallons a minute takes a lot of energy. And that's the type of energy this engine is capable of. This truck originally served Brookline, Massachusetts, because they had a big budget. This was a ‘money truck.’

“These [Senior] 400 Series American LaFrance fire trucks were the best of the best, in my opinion, and I am sure other fire truck aficionados would agree. They made 144 of these trucks, and that was it. Of the 144, some were

Continued on page 9



Continued from page 8

ladder trucks, some were water towers, and others were hose wagons. With this truck, we basically stripped it down and made a hot rod out of it. We didn't hurt anything by cutting it up. We just did things like take leaf springs out to lower it and make it a little less stiff, because if you left the original springs in it, it would take your teeth out when you ride in it. Riding in it is what Bill wanted to do, along with a bunch of his friends. So, we essentially converted this from a pumper to a flying squad. A flying squad truck was meant to get manpower to the scene of the fire—you needed to get your A team there first to assess the situation.”

A LITTLE HISTORY

Before it shuttered five years ago, the American LaFrance Fire Engine Company was one of the oldest fire apparatus manufacturers in the United States. In 1873, Truckson LaFrance and his partners founded the LaFrance Manufacturing Company and began selling hand-powered equipment. In 1903, LaFrance merged with the International Fire Engine Company, which built steam-powered fire engines, horse-drawn steamers, hose wagons, and hook and ladders. The new business, American LaFrance Fire Engine Company, had its corporate offices and manufacturing plant in Elmira, New York. It also operated a plant in Toronto, Ontario, where it sold apparatus under the name LaFrance-Foamite, until 1971. The company delivered its first motorized fire engine in 1907.

In early 1935, American LaFrance introduced the Senior 400 Series, a big and stunningly beautiful fire engine. With its long, tapered hood and cowl, sweeping skirted front fenders, finely proportioned radiator and oversized wheels, the Senior 400 is eagerly sought by collectors today. The pump in the Senior 400 was located ahead of the driver, in the cowl, and was directly connected to the 240-horsepower V-12 engine. On a regal 180-inch wheelbase, the 400 Series Metropolitan was a true big-city fire engine, with a 1,250- or 1,500-gallons-per-minute pump. The 400's classic styling (minus the deep-section cowl) was also used on the company's ladder trucks, quads and tractor-drawn aerials. As Swift noted, American LaFrance built only 144 Senior 400 Series fire engines during the production run, which lasted from 1935 to 1940.

In 1936 and 1937, American LaFrance complemented its 240-horsepower V-12 with a smaller, 190-horsepower V-12 engine sourced from Lycoming. Originally designed for the 1932 Auburn, the Lycoming V-12 was modified for fire service with dual ignition and carburetion. Displacement

was increased to 527 cubic inches. In 1937, the company delivered its first hydraulically operated aerial ladder truck, to a fire department in New Jersey. Instead of the usual pair of coil springs, hydraulic power raised and extended the three-section, 85-foot wood aerial. A few months later, the company built its first 100-long, all-steel, hydraulically operated aerial ladder. Drawn by a Senior 400 Series tractor, the first American LaFrance 100-foot aerial with fixed tiller steer was delivered to Annapolis, Maryland.

Over the years, American LaFrance built thousands of fire engines, including chemical engines, combination pumpers, aerial ladder trucks, Aero Chief snorkel trucks, and airport crash trucks. The classic style of the American LaFrance apparatus is easily recognized. Some of the company's innovations led to changes in the industry, most notably the cab-forward-style cab. Sadly, in January of 2014, the company announced it was ceasing operations.

A PROJECT GUY

“Bill liked performance, and the best way to show off the attributes of his fire truck's V-12—if you were not a pump person—was to demonstrate the pulling power,” said Swift. “This engine is a V-12 at 754 cubic inches, roller rockers on an overhead cam. That is basically the flavor we were going after based on Bill's thoughts.

“What is so special about this truck is that it is chain drive. Of the 144 400 Series trucks made, only 11 were chain drive. It gives you that 1930s look and feel, but it is still chain drive. It's nuts. That enables you to re-sprocket and go to a higher gear ratio quickly, without changing transmission gears or the gears in the rear end.

“Originally, this truck came to me in a deal as a parts truck with another 400 Series,” Swift continued. “The good 400 was restored and sent off to its new owner, and as part of that deal, I made sure I got to keep the parts truck. When the time came for it to be delivered to Firefly, Bill just happened to be at the shop. So here is this completely roached-out 400; we couldn't use any of the sheet metal, and the frame was toast, but it had that chain-drive transmission.

“Bill saw great potential through all the rust and was drawn to it full tilt. I just happened to have a spare American LaFrance frame, and I sourced all of the other parts, and we built this truck up from that. Projects like this are a community effort, as I rely on others to do specialized things. This is what Bill really liked too: working together with everyone and bringing something substantial back to life.

Continued on page 10



Continued from page 9



“Chris Charlton’s shop in Oxford, Maine, did all of the paintwork on the truck, and the amount of sheet metal on a 1930s fire truck is endless—I mean there is acres of it. The timing of the build was perfect, because we could weave it into Chris’s schedule. Along with Chris and his talented team, Peter Achorn, from Camden, Maine, did the pin-striping. Butler & McMaster, from Hallowell (when they were in business) rebuilt the engine, and Advanced Custom Chrome, located in Erie, Pennsylvania, did all the chrome work. The whole build took just about two years.

“Bill was a project guy and loved to get good craftsmen together,” said Swift. “It was a great project for us all, and together we had a great time doing it. We all loved working with Bill, and he will be missed by many.”



THE RIDE

Swift and I traveled to Bar Harbor to see Ruger’s fire engine in late December. With the temperature hovering around 5 degrees, it was not your typical day for a ride in a convertible, let alone in a 1936 American LaFrance 400 Series fire truck. But the cold really didn’t bother Swift or me. We were there to celebrate Ruger’s passion, so to



us, the weather was more than perfect.

After the engine was primed, it quickly came to life, breathing through dual angle-cut exhaust pipes that exit the truck right before the rear wheels. Running six cylinders through each

Continued on page 11



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Continued from page 10



As Swift was maneuvering the truck around the driveway so that we could head to Route 1, I noticed that the beast didn't have much of a turning radius, and that the throws on the shifter were about a foot apart from one another. Then again, this is a unique machine, a hot rod 1936 American LaFrance squad truck.

pipe creates a unique voice for this truck—it really sounds a little bad-ass.

Swift slowly pulled the red-gilded hot rod from the four-bay garage. In the low December sun, the gold-leafed pinstripes just lit up. It was as if they were neon and had been turned on. After the engine warmed up, Swift and I saddled up for a quick ride.

With a fire truck of this vintage, you don't ride in it as much as you ride on it. Two steps up and you are in the seat, seemingly towering over everything. The windshield was high and provided great protection from the wind.



Riding along, I couldn't help but imagine Ruger riding around in this fire truck with all of his friends to fetch an ice cream cone—or driving his first American LaFrance, the 1924 4-cylinder model, from Concord, New Hampshire, straight down to Bridgeport, Connecticut, in the middle of the night.

God bless you, Bill. You set the bar high for the rest of us.

FOUR-WHEELED FRIENDS

AN AUTOMOTIVE BLOG WHERE WE FOCUS ON THE OWNER'S LOVE FOR THEIR CAR, RATHER THAN ON NEWS AND REVIEWS!

We (It's more of a royal "We") interview and blog about people and their beloved cars. Blog at <http://4wheeledfriends.com>

I had the opportunity to meet Will at the AACA Hershey Fall Meet 2019. Will Szendrey is the Nephew of Region Member Craig Kelleher and he enjoys all things that have 4 wheels and an engine. In fact he enjoys them so much that he has created his own blog site in which he writes articles based on his meeting and interviewing all types of automotive collectors. I have listed his blog address above for some wonderful reading.

When Will visited his Uncle Craig in NH he met another region member, Joe Morgan. The following article is a result of his interview of Joe and Joe's collection and was featured on his blog. And with Will's permission the article and photos are shared within our publication.

Will designed his own logo for the blog and he also does all his own photography for the blog and his Facebook page. The photos are quite detailed and are not limited to one type of automobile era.

We know you will enjoy his article on Joe Morgan's collection as much as we did.



PRESERVING THE PAST

by fourwheeledfriends May 1, 2019 3:30 pm May 2, 2019

When restoring a car, there's always history involved: Personal history, Engineering and Design history, even the history of the car itself. Joe knows this just as well as anybody else who has restored a car. He's been restoring cars for 40 years now (mostly Chrysler Imperials and Packards), and sees no end in sight. When I visited Joe, I was given the full tour of his garage which houses a fantastic collection that shows his love for Packard and Chrysler Imperial in spades, but also has some interesting surprises. His current project, housed in the back of the garage, is a 1931 Chrysler Imperial Dual Cowl Phaeton with a body by LeBaron. It's a wonderful example of a restoration that involves many different kinds of history coming together in a long, but rewarding project.



The feeling upon walking into Joe's garage is similar to how Charlie must have felt in the scene from Willy Wonka and the Chocolate Factory where he and the other children are led into the main room of the factory. To be fair, the way the children gaze in wonder upon all of the incredible things in Wonka's factory is an exaggeration of how I felt, but not by much. Joe's garage is quite a wonder to behold.



*Top: Original seat components from the '31 Imperial
Bottom: Reproduced seat frame components created using the original parts for reference*

Continued on page 13



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It's not Jay Leno's Garage, but it's not some cheap tire shop off of the interstate either. What it is, though, is something that hopefully many young gearheads can aspire to. Upon first walking into Joe's garage through the side door, one is greeted with a workshop with parts scattered about on tables and chairs. The main focus of this post, Joe's 1931 Chrysler Imperial Dual Cowl Phaeton, is currently housed here. On the floor to the left are original parts from the 1931 Imperial's seats, a rotted wooden frame and a couple of rusted metal seat panels made of thick wire strands. From these parts, I learn my first lesson from Joe about restoring a car. You never throw anything out, no matter how rusted or rotted. Especially with a pre-war car like the Imperial, there are no easy-to-find reference materials for figuring out how to put parts of the interior (or any part, for that matter) back together. The old parts are your reference materials and must be saved so that they can be replicated. Even if you do have something that can be saved, it often takes quite an investment to restore it.



After I'm done gawking at Joe's reproduced seat frames, he calls me over to talk about the wheels. They look absolutely gorgeous, sporting a mix of restored and remade wire spokes, and hubs that have been painted in a gorgeous shade of maroon to go with the car's dark blue body. They're all wrapped in huge Firestone whitewall tires. Joe tells me that, in total, it has cost him about \$10,600 just to get the 6 wheels (1 on each corner, plus 2 spares) restored. I just went on Craigslist and for around that price, I can see all kinds of modern German luxury cars, along with a lowered 1964 Ford Galaxie 500, a 1970 Lincoln Continental Mk III, and various other classics. My intent here is to show that restorations, especially on cars like Joe's Imperial, are huge commitments, not just of one's time, but also of one's money.



Pre-war luxury automobiles like Imperials, Packards, Duesenbergs, Lincolns, Cadillacs, and Rolls-Royces were incredible feats of mechanical engineering for their time, and the effort and money needed to restore just one to its former glory is equally as impressive. That said, some of the equipment on the car is decidedly low-tech. Each of the wheels uses a large circular lock ring that gets wedged between the rim of the wheel and the inside of the tire. These are huge metal parts with a lot of tension on them that can kill (yes, you read correctly) or seriously injure the installer if they aren't seated properly. Similar lock rings were commonly used in the '30s on heavy duty trucks. Of course, if the rings don't blow you away, the incredible engineering and style certainly will. Joe's Imperial has both in spades.



The '31 Imperial's town and country horn

Joe was first drawn in by Chryslers when shopping around for a Packard, another favorite car brand of his.

Continued on page 14



A friend he had asked for help said that there weren't any Packards for sale that he knew of, but he encouraged Joe to go take a look at a Chrysler roadster that was available. After taking his friend's advice, Joe was smitten with the car. He had to have it. It's not hard to see why. Chryslers of the '30s were gorgeous cars, the pinnacle of which were reached when Chrysler utilized the full-cowl hood design offered to them by LeBaron, a coachbuilder in Detroit (and the namesake for the popular Chrysler LeBaron convertibles of the '80s and '90s). LeBaron had first offered the design to Lincoln, which was and still is owned by Ford. Henry Ford hated the design, so LeBaron



Top: The half cowl hood on one of Joe's other Chrysler's. The hood ends at the silver line ahead of the windshield. Bottom: The full cowl hood on Joe's '32 Chrysler Imperial convertible. The hood ends right in front of the windshield.

went across town to Chrysler, who agreed to use it almost immediately on the entire 1932 Imperial lineup.

Unlike the previous half-cowl hood design, the full cowl gave the illusion that the car was even longer than it already was and helped the lines in the design flow without interruption. The cars also offered high-dollar features like a town-and-country horn, which could be adjusted to project the sound over a long distance in rural areas, or quieter and easier on the ears in urban areas. Thermostat-controlled louvers open in the grill to allow air to flow in and cool the engine when it reaches a certain temperature.

When the engine is cool, they close, creating a smooth and (relatively) aerodynamic surface to allow the car to cut through the air more easily. As mentioned before, the seats on this particular Imperial are having to be remade completely. Joe's plan calls for a gorgeous maroon colored leather to match the aforementioned maroon wheels. Even with all of these more easily noticed features, there



The rear cowl left open on Joe's '31 Imperial. This is closed and the rear windshield flipped up to give rear seat passengers their own space, even with the top down.

are plenty of smaller details that showcase the Imperial's history and engineering if you know where to look.

One of the other unique features that Joe shows me on his Imperial is the rear cowl. This being a dual cowl phaeton, it's definitely the most unique part of the car. A phaeton was a type of body style popular on luxury cars in the '20s and '30s, and referred to any car without any fixed weather protection (meaning it has no side windows, an adjustable windshield, and a convertible soft top). A



The engine bolts with the letters "DB" for "Dodge Brothers" fastened to the side of the '31 Imperial's straight eight engine.

Continued on page 15



dual cowl phaeton was a phaeton with rear seats that had their own cowl, bulk head (metal plate), and windshield that essentially separated the rear passengers completely from the driver and front passenger unless they flipped the rear windshield down. To exit the rear seats in a dual cowl phaeton, one had to flip up the rear cowl and then open the door. The rear cowl in Joe's Imperial is shown being held open by spring-loaded pistons. Another small detail that I found interesting was the letters "DB" etched into the bolts holding the Imperial's massive engine together.

I asked Joe to confirm my hunch and the letters on these stainless steel reproduction bolts do stand for "Dodge Brothers", which was just an earlier name for the Dodge that we know and love today. Unfortunately, the Dodge Brothers were not around to see their company name bolted all over the Imperial's wonderfully-built straight-eight engine. Both John and Horace died in 1920. Their company was sold to Chrysler eight years later. At the time, in 1928, Chrysler hadn't been around very long as a company, having been built on the remnants of the struggling Maxwell Motor Company in 1924 and officially renamed to Chrysler in 1925. Joe's car, a second generation Imperial, was part of the first generation to have straight-eight engines. Some models even offered dictation machines for buyers who needed to record their business conversations. Introduced in 1931, when Chrysler Corporation wasn't even a decade old, the second generation Imperial was a testament to the proactive thinking and engineering prowess that the company would wield proudly for its first few decades. The history of Joe's particular car is impressive as well, as it was owned from new by the Reynolds family of R.J. Reynolds Tobacco

fame. That said, there is quite a bit more automotive history to be seen in Joe's garage.

Moving on from the workshop, Joe takes me to the main garage where his collection is housed. Here, he keeps a couple of other Chrysler Imperials. The cars are packed in so tightly here that we have to shimmy alongside the cars parked on the end of the garage where we enter and then walk around the front of Joe's V12 Packard to make any sort of real progress. As I turn around to look out across the rest of the garage, I spot a much smaller car hidden under a tarp. It's an American Austin, an American-built version of the Austin Seven, Britain's rough equivalent of the Ford Model T (Fun Fact: American Austin went bankrupt and was brought back as American Bantam, which went on to make the first proposal to the U.S. military about building a light recon vehicle that eventually became the Jeep). Alongside the Austin, looming like an ocean liner over a sailboat, is Joe's 1934 Packard V12. This Packard has a similar design to the one that I featured earlier, Craig's 1934 Super Eight. Another Packard, parked further



back in the garage is from later in the 1930's and features smaller, body color headlight housings.

Joe's 1932 Chrysler Imperial Convertible

The best car in the entire garage, in my opinion, is Joe's 1932 Chrysler Imperial. It features the aforementioned full cowl hood design, a gorgeous chrome wire-mesh grille, and most importantly, it's an elegant cream-colored convertible model. Hearing all the time about concours level cars that appear at shows like Pebble Beach might make some gearheads roll their eyes at the obsessive attention to detail applied to such automobiles. However, after getting to see everything in Joe's

Continued on page 16





garage, especially that lovely 1932 Chrysler Imperial and his 1931 Imperial project, I'd highly recommend getting to see one of those meticulously restored cars at least once in your life. Even if the history of the car itself isn't being restored, such as the hypothetical scuff marks of a Reynolds family member's shoes on the running boards or the burn of their cigarettes on the seats, in the case of

Joe's project car, the engineering and exquisite design of the car is being preserved for future generations to enjoy and learn from. The folks who restore cars like these '30s Imperials and Packards are also putting their own history into their restorations. The knowledge they have obtained and the passion that grew within them for these cars is put on display with every nut and bolt.



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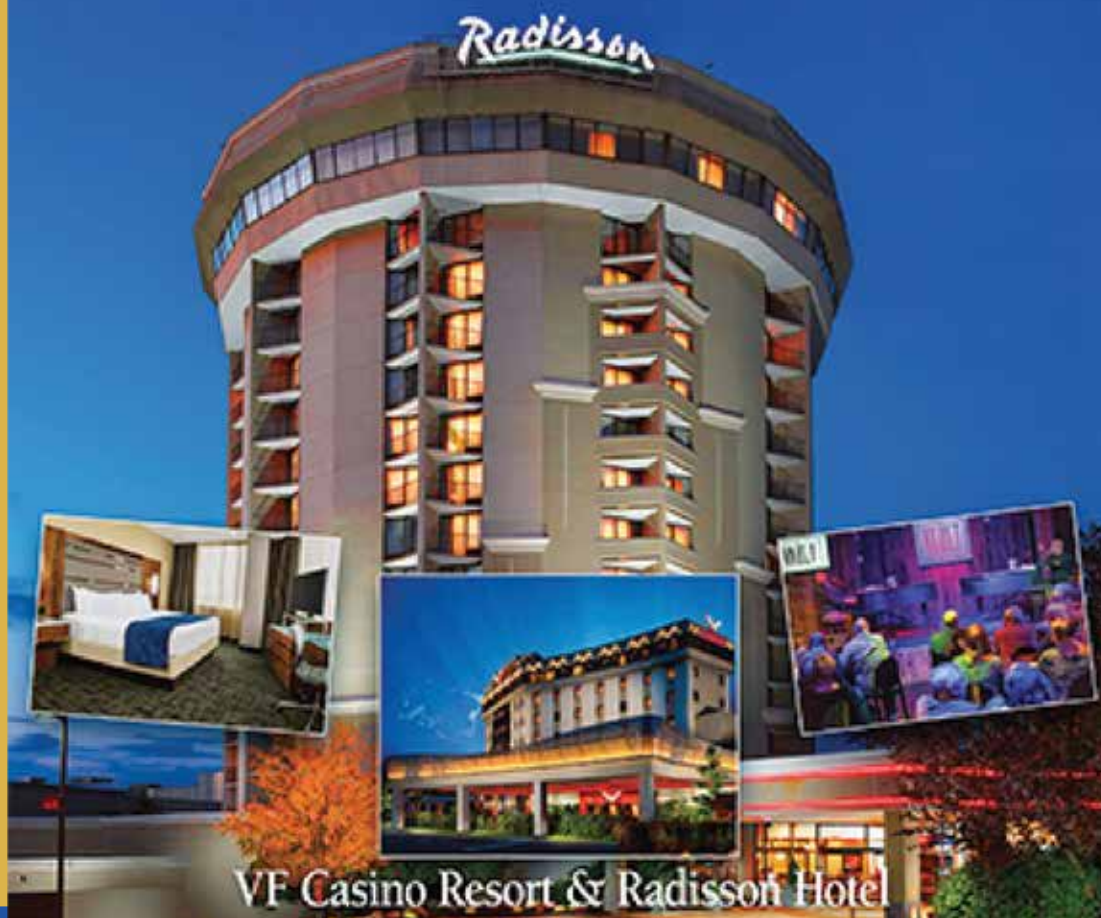
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Drive to the 2020 Annual Meeting

Valley Forge, Pennsylvania • March 25-28, 2020



For the 2020 CCCA Annual Meeting, we are returning to our roots as we convene not far from the locations that served as Annual Meeting headquarters during the early years of our Club. Skytop, Pennsylvania was the site for the CCCA Annual Meeting from 1954 to 1957, followed by Buck Hill Falls, Pennsylvania from 1958 to 1978.

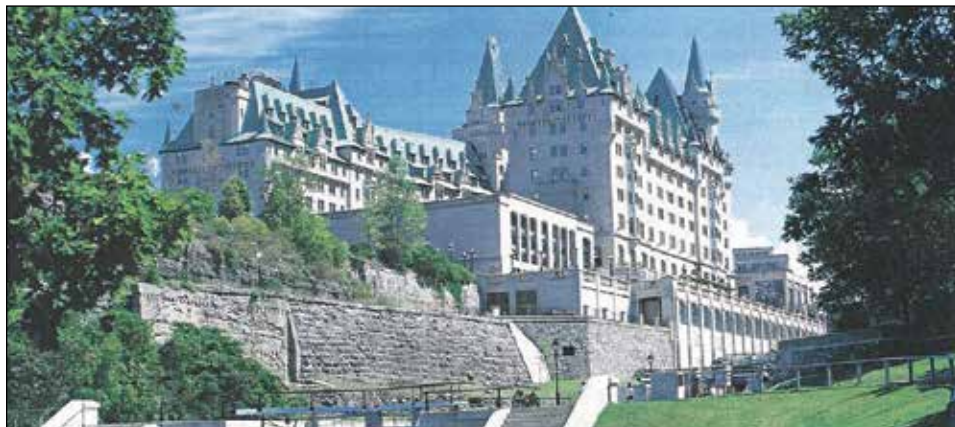
From March 25 to 28, 2020, CCCA faithful will be found in Valley Forge/King of Prussia, Pennsylvania for four days of Club business, noteworthy automobile collections, local points of interest and of course, Classic Car Club camaraderie. Our host hotel is the Valley Forge Casino & Radisson Hotel located 30 miles north of Philadelphia.

This promises to be an excellent Annual Meeting and strong participation is expected. The Hospitality Suite will be open several evenings offering a chance to catch up with those CCCA members you only see once a year. Philadelphia International Airport (PHL) is serviced by all the major airlines and is a short 30 minutes ride from our host hotel.

We look forward to seeing you there.



Mark your calendars for the CanAm CARavan ~ May 5-14, 2020



Please come enjoy a Spring CARavan through beautiful Canada and Northern New York.

There are fun filled activities, sights and drives to delight all that attend. Additional information and registration available in CCCA Bulletin or Register online <https://CCCA/NER.COM/EVENTS>

As a member of the National Board Jeff shared highlights of his recent trip to Scottsdale, AZ during Auction Week.

Strong Results from RM & Gooding...Barrett was an Amazing show...lots of venders and vast quantity of cars. Great Weather; Positive Meeting on National will finish up in the Black!! Yippee; Great selection of nominees for the board to elect; Great Canadian CARavan scheduled for May; Annual Meeting in March in PA.

Register online at <https://classiccarclub.org>

Membership News

*There are currently 170 members in our region plus associates.
The following are new members. Please join us in welcoming
them and if they are in your area of the Region please pick up
the phone and introduce yourself.*

Fran Deganahl – FL

Carl Edwards – RI

James S, Haynes – MA

Whitney Lind – MD

Charles Mallory – CT

Robert F. Martin – CT

Robert Murphy – CT

Whitney Overocker – RI

William Sander – VT

Graeme Smith – MA

James B. Snyder – NY

Mike Tourville - CT



We hope that you will consider joining us for this event. For those who have to travel we have suggested the Hampton Inn that is also located on West Main Road a short distance from the Museum.

We have also planned a group dinner at Rheas Kitchen on Friday, April 17, 2020 at 6:00pm. Menu choices listed below. We suggest that you reserve your hotel rooms for best rates and availability as this area sells out quickly due to area attractions.

Deadline for Technical Seminar and Dinner reservations is March 31, 2020.

The Newport Car Museum opened in mid-2017 in a former missile manufacturing facility situated on seven acres of land in Portsmouth, R.I. Since, it has won numerous awards and the favor of large audiences typically reserved for museums with longer histories. Recently, Hemmings Motor News – the car collector's Bible – called it “a notable addition to the classic-car world.” The private collection of some 75+ automobiles at the Newport Car Museum focuses on seven Decades of modern industrial automotive design and celebrates cars as works of art from the 1950s to the present along with exhibits of Modern Furniture.

Name(s): _____

Address: _____

Telephone _____ Cell _____

Email Required: _____

Number _____ @ \$45.00 = _____ Total for Tech Seminar includes Lunch

Number _____ @ \$40.00 = _____ Total for Dinner, Friday April 17, 2020 6pm *Cash Bar*

Total Amount Enclosed = _____ Payable to NER/CCCA

Dinner Choices includes tax and gratuity: (Cash Bar available)

BBQ Ribs – FF, Rice or Baked Potato and Coleslaw – Yes _____ No _____

Chicken Parm, with Pasta, Side Salad and Bread – Yes _____ No _____

Pasta and Meat Sauce, Side Salad and Bread – Yes _____ No _____

We recommend The Hampton Inn and Suites, Newport/Middletown 317 West Maine Road, Middletown, RI 02842 for those who want to stay overnight on Friday April 17, 2020 . Phone hotel directly at 401-848-6555.

Rooms include Breakfast bar in the morning. We will have a group dinner on Friday at 6:00P.M. At Rheas Kitchen, 120 West Main Street, Middletown, RI 02840.

**Online Registration form and payment link or
Checks made payable to NER/CCCA then mailed along with Registration form to:
Diane Elmendorf, NER Treasurer, 75 Deer Meadow Lane, Chatham, MA 02633**



NEW ENGLAND REGION CLASSIC CAR CLUB OF AMERICA

Technical Seminar

April 18, 2020 • 10:00 A.M

at

THE NEWPORT CAR MUSEUM

1947 West Main Road • Portsmouth, RI 02871

401-683- 0770 (office)



<http://www.destinationnewport.com/events/images/adspots/newport-car-museum.jpg>

The New England Region of the Classic Car Club of America will be holding this year's Technical Seminar at The Newport Car Museum located in Portsmouth, RI. Some of the topics being discussed at this seminar will include Restoration Painting, Rebuilding of Engine Components such as Water Pumps and fuel Pumps. After lunch the ever popular question and answer from attendees on their own Collector Car needs. The museum has also invited us to view their collections which you can read more about below.



and this was the first time that we offered a Pull out Centerfold Poster of the cars that joined the 65th Anniversary Tour in September that was held at Point Lookout, in Northport, ME.

Next the election results were announced. We have two new members joining our Board of Managers, Elliot Friend and Russ Rocknak. Both have been serving on the advisory board in previous years and both have been active participants in recent regional events and tours. They bring much experience and interest to our Region and we look forward to working with them. Also Re-elected board of manager Rich Doucette returns for another three year term and he will step into the role of advertising manager for our Region.

Rich also made a special presentation to Director Jeff DeMarey. Jeff received the Unsung Hero award from the September 2019 "The Boston Cup" Concours. Rich said that Jeff has served in many of the back ground activities that are necessary to the success of the show and he acknowledged Jeff's willingness to be of service. Congratulations were in order. Jeff offered Board member Ryan Brown the opportunity to speak with our members about a scholarship idea of supporting students who are already members of our club as they truly are the ambassadors of our hobby. Ryan presented the idea and hoped that our board would consider the idea and perhaps consider making a future vote to put aside a couple hundred dollars each year to support a scholarship of this nature.

Jeff also presented National News and gave information about the upcoming Can-Am CARavan which he is helping Ray Giudice organize.

Casey Nava from Navadise Media presented the final version of the September Tour as our program.

We had a wonderful Anniversary Dinner and Toast. The meeting was completed with a special Decorated Anniversary Cake.

*Please note that all Annual Meeting Weekend photos
were taken by Navadise Media*

65TH ANNIVERSARY



CELEBRATION CAKE

*Ryan Brown
Heidi Ann Charlton
Ken and Tuyet Cark
Jeff DeMarey
Richard Doucette and Brother
Diane Elmendorf
Tom Ellsworth
Elliot Friend
Steven Hastings
George Holman & Nancy Schechterle
Fred Jackson
Craig Kelleher- 1934 Packard
1104 and Lloyd Graves
Piers MacDonald
Joe and Maureen Morgan
Chuck and Lisa Niles
Whitney Overocker & Kevin Hegarty
John and Kim Parker - Rolls Royce
Peter Saccoccio
Garth and Karen Story
Frank Wemple
Bruce and Denise Weaver
Russ Rocknak*





Clockwise from top left: Moderator, Frank Wemple and Director Jeff DeMarey Reviewing meeting agenda; The Grand Ballroom of The Wentworth by The Sea as seen during our Annual Meeting; History of New England Region Car Badges courtesy of Frank Wemple Collection; Ryan Brown talking about possible new scholarship ideas for our region; Director Jeff DeMarey with a Toast to our 65th Anniversary of our Region; Rich Doucette presenting Jeff DeMarey special "Unsung Hero Award" from The Boston Cup.



display for all to enjoy. There were several duplicates of tour items which he offered to anyone wanting to fill the gaps in their own regional collection. Frank was also responsible for putting together a booklet that was presented to each attendee on the 65 year history of our region. Complete with photos and copies of our actual Charter.

As we began the business portion of our meeting, Jeff made a motion that Frank be the moderator of the

agenda. Duly accepted, Frank went on to keep the meeting running smoothly.

Of items of interest, Diane Elmendorf reported that we are in good financial standing and have earned some interest on our accounts in the current year. Our Editor Heidi Ann Charlton reported that Publications were done in all four quarters of 2019, noting that the combined Magazine and Bulletin format was a first for our Region. She also noted that all issues were in Color





Top: Region Members, Bruce Weaver, MA and Ryan Brown, ME enjoying a good conversation; Right: Steve Hastings with one of the Specialty Cookies presented by Rare Drive; Below: A Display Case outside the Grand Ballroom that contains many historical pieces from Wentworth by the Sea presented to us during the tour.



development and from outside the building it was noticeably very non-descript, No flashy signs or lighting to indicate that a significant motorsports collection was housed here. In fact we learned that the collection is very seldom shown outside the motorsports world.

That being said, this portion of the tour was arranged by a region member that has a very custom service that is offered and Binnie is a client. Once inside we were understandably ask not to use our

cell phones or cameras. As we entered the main area of the collection we could understand more fully the request. We had a tour guide that offered details on each of the cars and some details of race history. As we ventured into what could be called a media and workshop area we began to see Posters of International Com-petitions accompanied by statistics of where Binnie Motorsports

placed in those events. We were amazed at the sheer magnitude of their success. There are also many bookcases filled with photos, awards, trophies and programs. We had a wonderful time viewing the display of cars and bookcases. It was time to head to the historic Wentworth by The Sea and check in.

Later in the evening we would gather in the grand ballroom for dinner and socializing. Our meals and dessert were delicious. We would meet again in the morning for coffee, fruit and pastries before our annual meeting began.

Frank Wemple, our club historian brought many historical items from our club archives and made a



New England Region History Display by Frank Wemple, Club Historian



the shop. The longest tenured associate there is Frank who has worked with Mark since the 1980's. They use the expression "Who are you still talking to besides your mom, after thirty years?"

When we arrived we were greeted with a warm welcome and given a very personal tour



One of the many awards of the Morgan collection.



Rare Drive, Inc. – Tour guide

of the facility. Each project's history was presented in detail as we moved room to room. Their work is well documented by the number of show posters, magazine covers and photos that cover the shop walls. A very impressive atmosphere. In fact they recently made a big debut their GT-40 #1046 was invited to be on the red carpet for the Hollywood premiere of Ford vs Ferrari.. How crazy is that???? To see more on 1046 visit this post from 2016 https://www.youtube.com/watch?v=S6_ilfDG6RU Legend of Le Mans #P1046 - Chapter 5: Rebirth of a Legend. (info courtesy of Rare Drive Web site)

As our time at Rare Drive came to a close we were invited to take a Custom Cookie Creation that they had designed with their company initials wrapped and tied with a beautiful matching ribbon. The ride to our next stop was very sweet.



Another view of Rare Drive, Inc.

Our next stop would be a beautiful well run restaurant named the Old Salt. Our first host of the day, Joe and Maureen Morgan arranged this stop for us and it could not have been more perfect. The Old Salt is a family run business that started in 1976 by Nancy Higgins. From the very beginning Nancy had a vision and that included having her two sons who were both Chefs come into the business. From there the business grew to include not only her sons, but

their wives and eventually the grandchildren. Nancy passed away in 2007 but her family remains.

We had a private event room in the back and we were greeted by very friendly wait staff. There were snacks on the tables and later a bread tray and butter. We ordered from their vast menu. When we were served, it was obvious that the food was fresh ingredients and well prepared and presented. It was a delight to have been a guest at their tables.

After lunch we toured to our final collection, Binne Motorsports. The collection is housed in an industrial



65TH ANNUAL MEETING WEEKEND

HIGHLIGHTS AND PHOTOS

Tech Seminar Registration

On November 9 and 10, 2019 we celebrated our Annual Meeting Weekend. We began the weekend with a tour. Our first stop was Hampton Falls, NH where we were invited to the home of longtime region members Joe and Maureen Morgan.

We arrived shortly after 9:30 in the morning and in true hospitality Joe and Maureen welcomed us with a wonderful breakfast buffet of homemade pastries complete with homemade butter spreads, fresh fruit and all the coffee, tea and hot chocolate we could drink. All served from a beautiful linen covered table with china cups, plates and silverware.



Breakfast Buffet at Joe and Maureen Morgan's collection

As we sipped our beverages we were treated to their wonderful car collection and automobile collectibles that includes Chryslers and Packards., show posters and awards all displayed on the walls. There is even a full workshop and tools to keep the collection in good order. We were also introduced to the family dog who was just as excited to meet all of us. Joe shared that the Daycare that the dog attends actually calls them to see if they can



Joe Morgan sharing details on his collection

have the dog for the day because they use him to help train the other dogs who attend. Simply a delight.

As we bid Joe and Maureen with our appreciation we were off on the next leg of our journey. The next stop after a leisurely drive through back roads of NH was Rare Drive, Inc.

Rare Drive is a restoration and service shop specializing in Ferrari, Maserati, Porsche, 300SL Mercedes-Benz, Shelby Cobra and Ford GT-40.



Joe and Maureen's dog was our official greeter

Mark Allin is the founder of Rare Drive, Inc. located in East Kingston, NH. Mark's wife Carrie also works in





CLASSIC CAR CLUB
OF AMERICA

NEW ENGLAND REGION

THE NOR'EASTER

Bulletin of the New England Region - Classic Car Club of America ©
Heidi Ann Charlton, Editor

First Quarter 2020

Director's Message:



We were able to celebrate our 65th Anniversary in style and have great photos to share of the occasion. As we revisit that November, 2019 weekend

I want to share with all of you the "Toast" because each and every member of our Region made the celebration possible.

"As we gather here to celebrate our region's accomplishments over these 65 years, make us mindful that no organization can thrive without members. It is an honor to raise my glass to all members. I share with each of you how proud I am. Our club's future looks bright."

— Jeff



CLASSIC CAR CLUB
OF AMERICA

IN THIS ISSUE

Director's Message	1
Editor's Notes	1
65th Annual Meeting Weekend	
Highlights	2
Tech Seminar	7
Membership News	10
Annual Meeting	11
Classifieds	11

Editor's Notes



We did it; we celebrated all that we could for our club's 65th Anniversary and our 65th Annual Meeting Weekend complete with a tour and icing on the cake! Can't wait to see what the next 65 Years are going to bring.

— Heidi Ann



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