

NEW ENGLAND CLASSIC QUARTERLY & BULLETIN



*1932 Pierce Arrow Club Sedan
Adam Schoolsky Photo*



CLASSIC CAR CLUB
OF AMERICA

NEW ENGLAND REGION

.....
SECOND QUARTER 2023

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PUBLISHING DATES

*Cut off Date for
Information is 15th of Month
before Publication.*

Magazine & Bulletin

JANUARY

APRIL

JULY

OCTOBER



Director's Message:

By the time you have this issue in your hands, Daylight Savings Time and spring 2023 will have arrived. A welcome sight for all of us here in New England. Our accumulation of snow will be melting and there will be endless contests in many towns to guess when the ice on the lakes goes out. More importantly, we will be getting our Classics out for the first test drives of 2023. Having

just returned from "The Amelia" in Florida I can add that seeing all the cars in motion there has stirred up my own "test drive" emotions. To help us get ready, our region is hosting its famous "Tech Seminar" on April 22, 2023. We have invited the Packard Club to join us at Parker Rolf's new location in Rutland, MA. Registration information is in this issue. The deadline to join in the fun is April 15, 2023. We look forward to seeing you there. — Jeff

Editor's Notes:



This issue we welcome three regional members who shared what they have been up to.

— Heidi Ann

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~ 2023 EVENTS ~

These events are subject to change

CCCA NER TECH SEMINAR ~ April 22, 2023

AUTOMOBILA AUCTION ~ April 1, 2023, Plainville, CT

AUDRAIN CARS & COFFEE SACHUEST BEACH

April 16, 2023 ~ (Second Beach) 8am-10pm

NER SPRING DUST OFF TOUR ~ TBD

WILBRAHAM HILL CLIMB ~ May 12-13, 2023

LARZ ANDERSON MUSEUM – CARS AND COFFEE • 2023 Various Dates TBA

OWLS HEAD TRANSPORTATION MUSEUM:

- **Auto Auction** – August 23-26, 2023
- **Foreign Auto Show** ~ September 30 - October 1, 2023

GREENWICH CONCOURS ~ June 2-4, 2023

CCCA MUSEUM – GRAND EXPERIENCE ~ June 2-4, 2023

KLEINBERG FAMILY CENTERS, FATHER'S DAY CAR SHOW

June 17-18, 2023

FOUNDER'S DAY ~ The Bahre Collection - July 15, 2023

BOOTHBAY RAILWAY VILLAGE

Antique Auto Day - July 16, 2023

MISSELWOOD CONCOURS ~ July 21-23, 2023

PEBBLE BEACH CONCOURS ~ August 16-20, 2023

ACD MUSEUM FESTIVAL ~ August 26-Sept. 3, 2023

THE BOSTON CUP ~ September 24, 2023

AUDRAIN CONCOURS ~ September 28 - October 1, 2023

HERSHEY AACA FALL MEET ~ October 3-6, 2023

VSCCA ~ October 14-15, 2023 – Castle Hill

NER FALL TOUR ~ October, 2023 TBD

CCCA NER ANNUAL MEETING ~ November, 2023

Tales from a Detroit Trip

By Natalie Charlton

When I was 16 years old I took a road trip with my family from Maine to Michigan for the Meadow Brook Concours d'Elegance. I had just passed my driver's test a few months before and this was the longest distance I had ever driven (we split up the road trip into 5 hour driving increments). This trip gave me a lot of driving confidence as my father trusted me to drive right downtown Detroit in multi-lane traffic I didn't have the experience with in Maine but he knew I could handle. Of course Meadow Brook was amazing with exceptional cars and the breath taking setting for the show. Me being a 16 year old though was most excited about going to the Henry Ford Museum. I could have been in this museum for days, there was so much to learn, explore and absorb from cars, trains, American history and THE Buckminster Fuller Geodesic Dome Home!! I left that trip wanting to go back, little did I know it would take me a while to get there again. After 18 years I got the chance!



1947 T-26 Record by Talbot Lago – At Meadowbrook Concours

I spent the month of January, 2023 in Detroit Michigan the greatest automotive city in America! For years Detroit has gotten a bad rap for being run down, high crime rates and facing bankruptcy but when visiting this city you learn that there is so much more to Detroit than meets the eye. The

architecture, art, culture and automotive history is endless and leaves you feeling like you need more and more time to explore! The minute you are in Detroit you feel like you're in the motor city! There are modified cars racing up and down the streets, remnants of automotive manufacturing buildings and local art installations focused on cars. Of course one of my first adventures HAD to be the Henry Ford Museum. There were so many of the parts of the museum I remembered from when I was 16 and then there were so many more new exhibits to explore!



Henry Ford Museum. Here are 7 museums in Detroit that you absolutely must visit (onlyinyourstate.com); Dymaxion_house.jpg (wikimedia.org) Internet Photo.



Top left: The Buckminster Fuller House – The Henry Ford Museum. Internet photo Wikimedia

Top right: Tow Mater Display at Meadowbrook Concours when I was 16

Left: Me and my new friend “The Crash Dummy” – Henry Ford Museum

Right: The Rosa Parks Bus – Henry Ford Museum

Below: Seated with my dad inside the Rosa Parks Bus at the Henry Ford Museum



Right: The legendary Model T at The Henry Ford Museum is “Exploded” in view so visitors can view inside the mechanical workings; 2023

Middle right: AC Spark Plug Display at Henry Ford Museum 2023



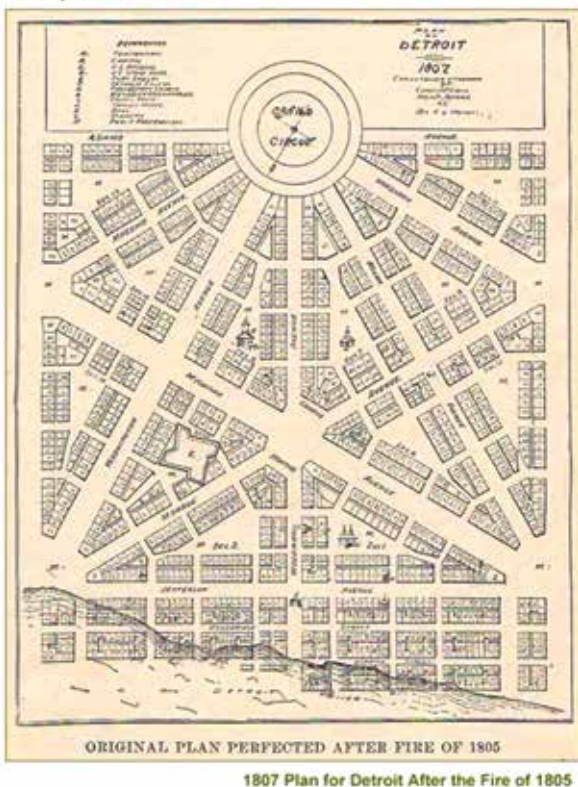
Far right: Packard Engine Display – Henry Ford Museum 2023



A favorite permanent exhibit of mine are the presidential vehicles which visually give such a timeline in our history. A new to me exhibit was a hall of blown glass art which was so incredibly detailed and beautiful. I spent the better part of a day there fulfilling my 16 year old wish to return to this museum and I already can't wait until I'm there again. The automotive industry built Detroit, even the city streets forming from down town and stretching outwards for miles are designed in a hub and spoke formation resembling the wheel of a car.

The most prominent of these are the six main "spokes" of Woodward, Michigan, Grand River, Gratiot and Jefferson avenues together with Fort Street. These streets were designed to travel from the center of the city through the many diverse neighborhoods stretching into the suburbs. Through those streets you'll stumble upon incredible art galleries, historical museums, urban farmers markets and a Coney (what they call a diner in Detroit) or two. Of course a must see was the Ford House in Grosse Pointe Shores MI, the home that Edsel and Eleanor Ford finished in 1928. The home completely in its original state is incredible, sitting on an 87 acre estate that is now on the National Register of Historic Places and a National Historic Landmark.

History Detroit



A 1939 Lincoln Continental welcomes you to the property alongside a timeline of Edsel's life and innovative works within the Ford Motor Company. The home is so grand with entertaining rooms that never end, studies, a stunning dining room, a three room kitchen and even a florist room with built in refrigeration. Also the home adorns beautiful pieces of art now which are reproductions as Eleanor donated most of the originals to the Detroit Art Institute so more people could enjoy them. The most famous of those pieces is Portrait of Postman by Vincent Van Gogh, the original now hangs in the museum as well. Eleanor Ford continued to live in the home into the 1970's and with her passing the home was entered into a trust becoming a museum.

Another pin on the automotive map of Michigan.



Above: Vincent Van Gogh – Portrait of a Postman (original) – Henry Ford Museum



Left: Vincent Van Gogh – Portrait of a Postman that hangs above the mantel in Edsel Ford Home

Left: The *hub-and-spoke* paradigm is a system of connections arranged like a chariot wheel, in which all traffic proceeds along spokes connected to the *hub* at the center of the city. The model is frequently used in industrial areas, in particular for transport, telecommunication and freight.



*Left: Early Packard Factory Design
– Internet Photo Wikimedia*



*Bottom left: Actual photo of Abandoned Packard Factory
– Internet Photo*



Below: 1939 Lincoln Continental on display at The Henry Ford Museum that was used to greet guests at the Edsel Ford Home

With so many wonderful historical stops all over the greater Detroit area I could not miss driving around the Packard Automotive Plant. Now in complete ruin it still is a sight to see in its vastness that once was this great automotive manufacturing giant of its day. Thinking of how our family Packard rolled through this factory and out into the world back in 1934 was pretty cool. I left after a month feeling exactly how I did when I was 16, I didn't have enough time, I needed to see more, explore and learn. So I'll be counting the days until my next Detroit adventure!

The Spirit of Detroit is a monument with a large bronze sculpture created by Marshall Fredericks and located at the Coleman A. Young Municipal Center on Woodward Avenue in Detroit, Michigan. Fredericks did not originally name the sculpture and the name came from the citizens of Detroit[3] based on an inscription from 2 Corinthians (3:17) on the marble wall behind it:[2]



The 36 x 45 foot semicircular wall includes the seals of the City of Detroit and Wayne County. [5][6] A plaque in front of the sculpture bears the following inscription: "The artist expresses the concept that God, through the spirit of man, is manifested in the family, the noblest human relationship."[7].

– Wikipedia description from internet.

The Journey To and Ongoing Saga of My 1932 Pierce-Arrow Club Sedan

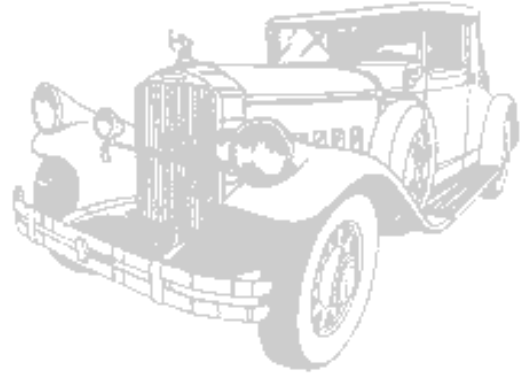
by Adam Schoolsky
March 2023

I had been on hiatus from old cars for about fifteen years, when my wife Jeannette said that she missed having a car. That was all I needed to put my search in motion. Initially, I was looking for something in terrific shape, a Full Classic that needed minimal attention to make it roadworthy a #2 car is what I was thinking. My search began by re-joining a few old cars organizations, CCCA, AACA, Cadillac-LaSalle, Pierce-Arrow Society and the Hudson Club. I combed online ads every day; Hemmings and the myriad of vintage car dealer's websites, and forums. I passed on a lot of opportunities that didn't meet my criteria. One interesting car was a '33 Buick 90 Series Victoria Coupe. I had photos and a description from the seller, and a road trip was in order – so off to Birmingham, Alabama I went. After a long day and half's driving, I arrived at the seller's location. The car was decent, but it didn't meet my 98% turnkey criteria, so I passed on it.

On the way home, I stopped in to see a friend in Virginia. He had a '37 Cadillac 75 Convertible Sedan – a virtual twin to the one I owned some years ago, and coincidentally, our cars had consecutive serial numbers. The rear axle was being repaired and he wouldn't sell me the car unless I drove it. I made an offer, and we were a few thousand dollars apart – he'd think about it. In retrospect, I should have bought that car.

In New Jersey, I stopped in to look at a '47 Cadillac convertible. It was decent enough and the price was fair. Alas, it didn't 'do it' for me, so I continued my search.

Right about this time, fellow CCCA member Joe Morgan had a '31 Chrysler Imperial Club Sedan for sale. It was my first time driving one of these cars, and to be honest, I really liked it. I still can't figure why I passed on that car – a dumb move, for sure.



I had been chatting with Ed Minnie about Pierce-Arrows and of course he convinced me that they're a great car. My first Pierce-Arrow Journal arrives and there's what seemed like an interesting car advertised for sale, a '32 Model 54 Club Sedan. I called Ed, discussed the car with him and determined it was worth an in-person visit to The-Middle-of-Nowhere Illinois to preview the car in person. In the interim, to try to school myself on Pierce's, I visited John Cislak at Classic Auto Restoration, near Springfield, Mass. In addition to John being a Pierce-Arrow wiz, had a '34 Pierce Sedan that was undergoing some mechanical work in preparation for sale, and I kept that one under consideration, while I traveled to Illinois. To be honest, the only reason that I would consider a Pierce is because John's shop is under two hours from me. Otherwise I was planning to stick to something that any ol' machine shop could tackle, like a flathead Cadillac.

It was a quick flight to O'Hare and a two-hour drive to cornfield-land from there. The seller had quite a spread and a killer garage/workshop with heated floors – I was envious. I perused his collection which included several Full Classics and some 'other stuff'. His retired school teacher friend 'that's an old farm boy from Kansas, and can fix anything' accompanied me on a long test drive. A bit more about this farm boy tractor mechanic's swell workmanship, in a bit.

Now, for any of you that have been in prairie country, you know its flat-as-a-board, out there. Well, having never driven one of these cars before, I didn't know what to expect. It started easily and to me, seemed to run just fine. It didn't overheat, it went down the road, shifted, stopped – all the stuff it's supposed to do. I spent, I don't know at least two or perhaps three hours in the car, on it, in it, under it. What I can say now is there was a +whole lot+ that I didn't know – but of course, you knew that was coming, right?

The seller purchased the Pierce at a Midwest auction in 2009. The story goes on that shortly after bringing the '32 home, the seller – we'll call him 'Gus' was driving the car on the backroads in preparation to take the car to a local event. Yeah, that didn't go so well and the engine exhibited an unwillingness to cooperate. Fortunately, the mechanicals had a 30-day warranty from the auction house and they made good on the repair bill. Enter – the TRACTOR MECHANIC. Hoo boy, based on what I later learned about Gus' friend's mechanical prowess, I wouldn't have trusted that chap to work on a Matchbox car. Supposedly the engine was 'sent out' to a knowledgeable shop and then reinstalled back in the car sometime later. I was told that in the seventeen years that Gus owned the car he drove it perhaps five hundred miles. Another red flag – never buy a car that hasn't been driven – somehow this basic lesson has escaped me several times.

Just after I made the purchase in March 2021, I drove to the Wisconsin Auto Museum in Hartford, home to the world's largest collection of Kissels and other cars. The Kissel Motor Car Company was located in this town from 1906 to 1931, a victim of the Great Depression. In addition to checking out the museum, there was another 12 cylinder '33 Pierce Club Sedan within driving distance. I figured that it was worth a close-up look.



My reaction after inspection of that car was the one I choose was prior was a good fit. But that being said I was happy to have had the chance to drive another Pierce and the museum visit was nice.

Fast forward a few weeks and the Pierce arrived in New Hampshire on a Passport Transport car carrier – so exciting! Of course, as soon as the car

was in my garage, I started fiddling with it. Check this, adjust that, cleaning, polishing, you know the drill. The Pierce-Arrow Society Annual gathering was just a few months away, and close enough in Hershey, so I had to get the car in good order for that event. So, where do I begin? Let's pull the oil pan and make sure it's clean. Yeah, pretty much but I had a friend cut out the baffle so the pan could be thoroughly cleaned and the he tack-welded it back in. Oh, did I mention that all of the cotter pins on the main bearing cap nuts were loose, and there were a bunch of cotter pin ends relaxing in the bottom of the pan. No? Yeah.

So, the car ran pretty poorly as it turned out. Carburetor and distributor to Mr. Cislak for rebuilding. New spark plug and plug wires, clean-up of some below-my-standards wiring, remove the fuel tank, take it to get cleaned and sealed. Yup, then the tank had to be

repainted. May as well touch up the frame paint around and up over the fuel tank while it's out. Belts, hoses. New larger diameter fuel line all the way from the



Babbitt in pieces



tank to the fuel pump. Radiator flush and refill, new proper gauge battery and ground cables and a pair of Optima batteries in parallel. Sent the starter out to have it serviced. I know I am forgetting stuff – and that's probably a good thing!

Jeannette and I made it to the Pierce meet. We had a terrific time; the car? Not so much. Turns out that the water pump sucks air, I think, and while the engine never ran hot, it would spit water out of the radiator filler – a lot. We had to keep refilling, but that was manageable. Then two days before the show and judging event, the Startix – automatic starting device decides that it want to stay engaged even after the engine has started, so that starter was still cranking. I went across town to by a 6 volt starter solenoid at Tractor Supply, some wiring and a remote start push button and rigged up a way to start the car and set it to the Saturday event. Even took a Second Place award – not bad for the first time out.

Back home, we went to few local events, and a few local driving trips. I was concerned about the losing water out the radiator filler and trailered the car to Cislak so he could drive it. We're going up a steep hill near his shop and he says "What's wrong with your car?" Me: "Huh? I dunno, something wrong?". "We should be going up this hill at 40 miles an hour" says John. Great. We agree that I should get the car to his shop over the winter so

he can check it out and have it back to me for springtime. Fair enough.

I had been invited to a single-day driving rally in the Catskills taking place in early October, so Jeannette and I would make a weekend of it. There was quite the variety of cars old to modern and the Pierce got a lot of admiration. There were many stops and the day was leisurely and scenery just terrific. The one-way mileage was about 90 and from the last stop we wanted to have a leisurely drive back to our hotel arriving before dark. That was the plan, anyway. The first hour or so was wonderful. Beautiful winding



road with no traffic, passing through quaint villages and farmland. Until... Until I pulled over to let some cars pass. When I went to accelerate, the engine sounded like ball bearings rattling in a coffee can. Not good. I pulled into a driveway and shut the engine off. Opened the hood and had Jeannette start the engine for me. "SHUT IT OFF!" This was not the conclusion to the day we had hoped for. What to do? No mobile phone signal – we are in 'the sticks'. Luckily there's a little motel just across the highway. I go there and the owner, knows the guy that put on the rally – of course. I called Robert, the rally master, explained my dilemma and he came to pick me up so that I could retrieve the truck and trailer from the hotel. We winched the car in, strapped it down, then Jeannette and I went to dinner. This is precisely why I have a trailer. I learned years back that it's a tremendous



Left: Shocks

Right: Internals of shock

stress reliever in situations just like this.

Back home, I contacted the Pierce Doctor to advise of the car's recent 'Coronary'. He figured he could get the car in before or just after Hershey – not so bad. I dropped off the car and trailer in mid-January 2022 and it was May before John was able to get it into his shop. He pulled the oil pan and the bearing caps. And – bad news! Of course, this should not have come as any surprise. Looks like Mr. Tractor Mechanic's skills aren't quite as good as Gus had proclaimed. That rod knock? One of the rod bearings had only a piece of Babbitt remaining, about the size of a small fingernail. "Five more miles and it would have ruined the crank", I was told. OK, I dodged that bullet. Then, John tells me that the crank won't budge, even with all of the pistons out and two guys putting all their weight on a huge wrench on the front pulley. So – that means I am at the top of a slippery slope. Do I go through with whatever it needs or sell the car as-is for peanuts? Just do it. This is where the real fun begins!

I forgot to mention that the transmission would just out of gear going up or down hill, so I always had to drive with my hand on the shifter. Of course, this wasn't an apparent issue in the flatlands of Illinois. Of course [I say, as I slap my forehead].

What I will say is that there isn't a more thorough, more meticulous mechanical technician/machinist that Mr. Cislak, and you will note as evidenced by the photographs of his work. The engine was stripped down to bare metal, 90 years of crud hand-chiseled from the water jacket. New oversize Arias forged pistons and modern rings. No big deal you say? It is when the cylinders are 33 thousandths

oversize. Not 30, not 40; geesh. All new babbitt main and rod bearings. Align bored. New valves, guides – you get the idea. He even seals the inside of the block with Glyptal. At present, the engine is back on one piece.

The transmission is all back together awaiting mating with the engine. Oh, there were only a few pieces missing internally. Maybe Mr. Tractor 'fixed' the transmission, too?

Now, we have the one-year only Delco lever shocks, all four of which were junk inside. What would I think otherwise? The shafts were scored and not salvageable. I bought four '35-'36 shocks from John to scavenge parts from, sufficient to rebuild the one's from my car.

With all this said, I have my fingers crossed that the patient will be off the operating table and sufficiently exercised to appear at the Pierce-Arrow Society National Meet, this June, in the Adirondacks.

The car is slumbering in a nearby storage unit awaiting the trip to Indian Orchard, Massachusetts to be reunited with its 'new' heart.



Completed

THE NOR'EASTER

MEMBERSHIP NEWS

The current year shows that we have 175 members in our region plus associates. We look forward to seeing you at our upcoming Tech Seminar on April 22, 2023 at Parker's Packards in Rutland, MA.

TECH SEMINAR

Classic Car Club of America



Join the New England Region of the Classic Car Club of America for our annual tech seminar!

A fun filled tech session held in conjunction with the Packard Club at Parker's Packards in Rutland Massachusetts. There will be presentations on fuel and water pump rebuilding, electrical components, engine cooling maintenance and general classic car maintenance. Coffee/tea & pastries will be provided to fuel the morning and then lunch will be provided in the afternoon.

When: April 22, 2023 10am-2pm

Event Location: Parker's Packards, 120 River Rd, Rutland MA 01543

Registration: Please register with Diane Elmendorf via Phone: 508-945-9443 or E-Mail: froggiemom98@gmail.com by 4/15/23.

Fee is \$45 per person.

Make checks out to NER CCCA and Mail to: Diane Elmendorf at 75 Deer Meadow Lane, Chatham MA 02633

•• SEE NOTE BELOW! ••

•• **NOTE BELOW!** •• For those using a GPS to locate Parkers Packards 120 River Rd., Rutland, MA...The GPS folks don't as yet know where it actually is. They'll put you in the middle of an empty field if you follow them. Use 116 River Rd, Rutland, MA as the GPS destination and 120 River Rd is the next building to the north.

Show Business: 28th Annual “The Amelia” Concours de ‘Elegance at Amelia Island, FL

March 2-5, 2023



1936 Duesenberg JN on tour – Owned by the Bahre Collection,

This was the 28th running of the Amelia Island Concours and the 2nd year under the ownership of Hagerty and now known as “The Amelia”. This event has developed into the most significant car show on the east coast and due credit to Bill Warner and his staff. The event is not only a major car show on Sunday. It’s a five day mix of shows, tour, and auto auctions. On Saturday what started as a small local show now called Cars and Community has turned into an event almost as large as the Sunday concours. The tour has gone from 40 miles to now 90 miles through the canopy covered roads and beautiful coastline. The auction companies are the best four in the industry, with this year sales over 170 million dollars for the four companies combined. The show field has always had a large selection of CCCA classics but has also has been strong on important race and motor sport cars. Some of the feature classes make this a well worth going to event.

The New England Region was well represented this year by a good group of both vehicles and judges. Chris and Jeff Demary judged as well as Eric Kilorin and Whitney Overocker. Jeff Orwig and Norm displayed the 1936 Duesenberg JN Convertible Sedan body by Rollston for the Bahre Collection and Ed Minnie displayed the 1936 Pierce Arrow V-12 Convertible Coupe for the Lehrman Collection. Toby Stinson displayed a 1913 Rolls Royce Silver Ghost Touring Car with Barker Body, originally owned by Alice Longfellow, daughter of Henry Wadsworth Longfellow for the Owls Head Transportation Museum. Ashley, Natalie and Chris

Charlton also attended on their annual father/daughter weekend. Dave Kane showed his 1937 Packard V-12 Coupe and Don Ghareeb displayed a wonderful 1931 Packard 840 Derham Roadster. Richie and Sharon Clyne had a most



The Clyne Duesenberg



Top: 1931 Packard 840 Derham owned by Don Ghareeb



Left: Three Car Women, Natalie Charlton, Whitney Overocker and Ashley Charlton

impressive Duesenberg Town Car body by Murphy. Jon and Sandy Lee were busy at the Auction scene.

The Bahre's 1936 Duesenberg completed the 90 mile

tour on Friday and won 1st in class on Sunday. Jeff and Norm did a lot of polishing in between the tour and show but it was well worth it. A special note the Bahre collection has had one if not more cars on display at this event for all of the 28 years running. The Lehrman Pierce also was on the tour and won a class award. The best of show went to an unusual 1935 Voisin C-25 Aerodyne and the best sport award went to the 1964 Ferrari 250 LM owned by the Indianapolis Motor Speedway Museum.

This Ferrari is most significant in it was an overall winner at Lemans in 1964. If you have not ever gone to The Amelia please put it on your list.

VSCCA CASTLE HILL WEEKEND

October 14 – 15, 2023

We invite you to attend the Castle Hill weekend on October 14 and 15, 2023
This event is open to all VSCCA members and other clubs that want to enter eligible 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.

ROAD TOUR

The event will kick off from the Crane Beach parking lot, at the end of Argilla Road, on Saturday at around 9:00 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 1959 and earlier 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. Self guided tours of the mansion can be made during cocktails. The address is 290 Argilla Road. Reservations are on a **first come first served basis**.

HILL CLIMB

***To clarify, the hill climb is for is a prewar II cars only. No hot or rat rods, customs etc.** HRG, MGTC with 19" wheels and CCCA post war eligible cars are acceptable.

.....
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 even

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 hill climb. 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

Passes will be mailed to you after you have registered.

**For Registration and Accommodation information, please contact Steve Silverstein at 774-232-2990 or Tom Ellsworth at 978-768-7000.
For the Tour information contact Ben Bragg at 617- 694-4176.**

2023 WILBRAHAM HILL CLIMB

4th Commemorative Reenactment



1908 - 2023



MAY 12-13, 2023

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Minnechaug High School Car Show (300 cars)
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Craft Vendors
50/50 Giveaway



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