

NEW ENGLAND CLASSIC QUARTERLY & BULLETIN



1937 Cord 812 Beverly owned by Jon and Diane Elmendorf



CLASSIC CAR CLUB
OF AMERICA

NEW ENGLAND REGION

FIRST QUARTER 2024

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PUBLISHING DATES

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

Magazine & Bulletin

JANUARY

APRIL

JULY

OCTOBER



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

Director's Message:

Happy New Year to all of you. How many of you made resolutions? I have and the one I would like to share with all of you is; I want to drive my classic car more this year. Now most will agree that my resolution is a good one. The part that I need help with is getting you our members to help plan some activities that we can all attend. The first such outing is already planned. It is our famous NER Tech Seminar. It is scheduled for Saturday, April 20, 2024 from 9:00 AM to 1:00PM at Binnie Motorsports in Portsmouth, NH. Registration is included in this publication. We would love to have some one day driving tours in Massachusetts, Connecticut, Rhode Island, Vermont, Maine, New Hampshire. It could be as simple as a drive to someone's garage, a mom and pop restaurant, an ice cream social, anything that gets us out with our cars. We also anticipate



having a 70th Anniversary Tour and Annual Meeting combination in October, details tbd. Help make my resolution a reality. Get in touch with me or any board member and share your thoughts for activities.

—Jeff

Editor's Notes:



A toast to all of you for 2024:
"May the Road ahead be
smooth to enjoy the ride"

— Heidi Ann

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~ 2024 EVENTS ~

These events are subject to change

NEW ENGLAND REGION TECH SEMINAR

Binnie Motorsports, Portsmouth, NH ~ April 20, 2024

WILBRAHAM HILL CLIMB ~ May 12, 2024

GREENWICH CONCOURS ~ May 31 - June 2, 2024

CCCA MUSEUM, 2024 EXPERIENCE ~ May 31 - June 2, 2024

ANNUAL FOURTH OF JULY PARADE-

Brooksby Village Senior Living ~ Peabody, MA ~ June 28, 2024

FOUNDER'S DAY, BAHRE COLLECTION ~ July 20, 2024

MISSELWOOD CONCOURS ~ July 19-21, 2024

PEBBLE BEACH CONCOURS ~ August 16-20, 2024

ACD FALL FESTIVAL ~ August 30 - Sept. 2, 2024

LIME ROCK HISTORIC RACES-VSCCA ~ August 30 - Sept. 2, 2024

VIRGINIA HOSPITALITY, CARAVAN ~ September 15-21, 2024

Hosted by Colonial Region CCCA

THE BOSTON CUP ~ September 29, 2024

SPRINGFIELD TO BOSTON FOUNDATION

Martha's Vineyard/Audrain Tour ~ Sept. 29 - October 7, 2024

AUDRAIN NEWPORT CONCOURS ~ October 3-6, 2024

AACA HERSHEY FALL MEET ~ October 8-11, 2024

NER CCCA 70TH ANNIVERSARY TOUR & ANNUAL MEETING

October, 2024

A Hot CAN-AM Tour

Part 1

By Jon Elmendorf

In the fall of 2022 Diane and I decided to register for the much delayed CAN-AM CARavan. Skip & Susan Tetz informed us that the CARavan was filled and we were put on the waiting list. We were bummed and forgot about it. Then in February of 2023 Skip called and said we were in, now the fury started, changing our plans for the spring, prepping our Classic, getting the tow vehicle and trailer ready, making hotel reservations, checking passports, and all the other stuff. Wow, we were really going.

I have relatives in Rochester, NY and as the CARavan was going to end there, Diane and I decided to trailer "Bev" our 37 Cord to Rochester, unload and drive to the start of the CARavan in Buffalo. We departed Rochester late morning on May 23 stopping by my parent's home where I grew up and other sites of my childhood. I had decided we should have lunch at my favorite Hamburger place along Lake Ontario only to find it had closed the year before after over 100 years in business, things change, sadly. After having lunch at a competitor's place it was off to Buffalo. From Rochester, the "Lake Ontario Parkway" goes off the way to Buffalo along the lake. It's a great drive, no traffic, you have heard of the road that goes nowhere, this is one of them. It was a nice sunny day and we arrived at our first hotel near the Buffalo airport. That evening we had a great dinner at a restaurant nearby and got to renew old friendships and meet new CARavaners. In fact half the people that were on the 2018 New Zealand CARavan with us were on this one.



Jon's favorite Hamburg place

The next day we were off to the Pierce Arrow Museum. It was a nice sunny day. This museum has a great collection

of Buffalo made automobiles. Including, on loan from the National Automobile Museum in Reno, the 1907 Thomas Flyer that won the 1908 New York to Paris race, (yes there really was a race, not just the Tony Curtis movie). This is one of the cars I have always wanted to see. I have a book written by the team leader and driver, George Schuster. What they did was amazing.



Top: 1907 Thomas Flyer; Bottom: 1907 Thomas Flyer seat detail

After the Museum it was off to Canada. Customs was a breeze, just the standard questions and then we were waved through. Now in Canada we experienced one of the best drives of the trip, the Niagara River Parkway, no traffic, low speeds, great views of the Niagara River on one side and nice homes on the other. Our destination for the night was Niagara on the Lake, a beautiful quiet resort town and a fantastic hotel, the Prince of Wales Hotel. We had our opening banquet that evening in the hotel.

The next day we were off to Niagara Falls by bus. We took a wet ride on the Hornblower Cruise line into



Horseshoe Falls (for those wondering, the American side cruise line is “Maid of the Mist”). Diane and I came prepared with our official CCCA “Ron Siff” blue rain jackets and stayed drier than everyone else. Our afternoon was spent exploring the town and of course, an ice cream break. If you are ever in the area you would fall in love with the Prince of Wales Hotel.

From a small town we were now off to the big city, next stop Toronto. The drive up to Toronto was lovely but warm (more on that later) after arriving at the underground garage of the Royal York hotel we were guided to the 4th level. At this point Bev decided to leave a trail on the floor all the way to



the parking spot. Once turned off she “let go” after all it was a 90 degree day and the city bumper to bumper traffic was too much for her. For all of you Classic owners not acquainted with Cords, they as a rule do not like heat and they especially do not like gridlock and heat. Bev has been on many CARavans and not displayed this “option” until now. We had all afternoon to let her cool off as we went on a great boat tour of the harbor and then a bus tour of the city. The narration was fantastic and we had a nice hot sunny day to enjoy it. Here we are in Canada expecting cool weather and now we needed

the shorts we left at home. That evening we had dinner in the CN tower, a revolving restaurant 1,151 ft. above the city. A great dinner and lovely night, boy you really eat



1. Canadian customs
2. Arrival at Prince of Wales Hotel;
3. Diane going in
4. Horseshoe Falls
5. Getting Wet
6. Diane with her NER Raincoat



Dinner in the CN Tower

well on a CARavan. Once back to the hotel it was time to give Bev a drink, good thing there is plenty of water.

From Toronto it was now off to Kingston. First issue of the day was getting out of the parking garage. Going in you were given a ticket by an automated machine. On going out you needed to process your ticket on the 3rd floor of the garage at another automated machine, then proceed to your car on the 4th floor and drive out. But, you have a limited amount of time to exit the garage before your ticket went invalid. All of this should have been fine however, there were a number of tickets that would not work in the exit machine, meanwhile on the validated tickets the clock was ticking to get out. All of this with no garage personnel around to help. The end result was going back into the hotel to the front desk waiting in line to get help. While this chaos was happening one CARavaner lost his wallet, I found it, he had departed back into the hotel with his bad parking ticket. So it was a mad race to get the wallet back to him, then get Bev started and out of the garage under the time limit. WHAT FUN! We made it.

First stop of the day was for breakfast at Ross Quigley's car collection where we saw an interesting collection of cars including a Pontiac show car called the Club de Mer. Next came the Canadian Automotive Museum with a large collection of Canadian cars. The cars varied in condition from nice older restorations to deteriorated originals. The building displayed the cars on 2 floors with a freight elevator to transport the cars to the 2nd floor.

It would be a real chess game to move a car out of the 2nd floor, most of the cars looked like they had not moved in years. Our lunch stop was at the McLaughlin estate garden. We had a nice sunny table by a pool, however the service was slow so after lunch I was antsy and we skipped



*Top right: Pontiac Show Car; Middle right: Canadian Automotive Museum;
 Above: 1922 Kissel Gold Bug*

the house tour to get on the road to Kingston. Another hot day in the 90's for Bev. We were the first to arrive in Kingston, a quaint, small city on the shore of Lake Ontario near the start of the St. Lawrence River. After parking Bev in the Hotel's garage she again complained about the heat and upchucked on the cement floor. Kingston is a great place, as I had grown up in Rochester, we had sailed to Kingston many times and always enjoyed it. This time

coming by car was a first. Dinner was on your own that night, however most of us descended as a group and had a blast at a shore side restaurant which accommodated us by setting up a long table. This tour was limited to 20 cars so it was easy to stay together for dinner. After dinner I went into the parking garage and added more water to Bev.

Our next Canadian city was Ottawa. As we left Kingston we all stopped at Fort Henry and learned about those pesky Americans that kept threatening Canada with invasion. Leaving the fort we traveled on a mostly 2 lane road. As the day progressed it again got hotter and hotter, back into the 90's, Bev was not happy but we were just under boiling over. However as we got into the outskirts of Ottawa we hit more traffic and traffic lights and Bev was now very unhappy.



Fort Henry National Historical Site

Once in the city there was a reprieve as we drove along Colonel Dr. with the Rideau Canal on our left and had very light traffic so Bev was able to cool down. However the final 4 blocks to our hotel were gridlock and Bev's temperature went over the top of the gauge. To add further injury one of the other Classics had died doing a left turn at a busy intersection. One block later we pulled up to the hotel where we were to stop the car, unload luggage and then be escorted to the valet parking area. Well, we couldn't do that, as if I got out of the Cord without me playing with the throttle she would quit and not restart. So plan B was to get the attention of the valet so he could run ahead of us and get us parked. Once parked Bev again made a sizable deposit on the concrete. By this time on the CARavan we were not the only Classics having troubles with the heat as there were now 6 of us with issues. Our hotel for the night was the magnificent Chateau Laurier next door to



Above: Parking at Fort Henry

Left: Chateau Laurier main entrance

Below: The Chateau Laurier

Bottom: Dinner outside at the Chateau Laurier



Parliament. Dinner was held at an outside bistro and much of the conversation was about the heat and old cars.

Stay tuned for part 2...

— Jon Elmendorf

CONNECTIONS

By David Greenman

There are certain words that connect: love and marriage, mom and apple pie, horse and buggy. I propose a new one: Newport and Duesenberg. Last February, when the Car Guys at Heritage Museums and Gardens were contemplating which car to show at this year's Audrain Newport Concours and Motor Week, it seemed natural to connect the museum's 1930 Duesenberg Model J Derham Tourster to Newport. The car projects a Great Gatsby sort of aura, and if you close your eyes, you can almost see Gatsby, himself, rolling up to the front portico of the Breakers to pay a social call on the Vanderbilts. The car IS Newport and, therefore it follows, must have a presence at the Audrain Concours. Considering this, it was really a simple decision.

This particular Duesenberg has an amazing history. It was built, not for a customer, but to tour the auto show circuit to promote sales. When the work was done and it was time for the big reveal, to the chagrin of the Duesenberg officials, the paint was the wrong shade. Derham Body Company, the coachbuilders, investigated this failure, only to discover the paint manufacturer had changed the paint formula to the effect that the colors were a lighter hue than those originally chosen! Too late to repaint the car, off it went to the Chicago Auto Show. As it turned out, the colors must have been just right for the car's first buyer, as he purchased it then and there. That person was Gary Cooper.

Cooper was a dedicated aficionado of Duesenberg automobiles, and he was in friendly competition with Clark Gable, another Duesenberg devotee, as to who had the latest, fastest, flashiest model. In fact, the detail in the museum's historical file shows photographic evidence that this car had been raced extensively. Not sure if Coop was behind the wheel (professional drivers were often hired due to studio contract restrictions), but the car was campaigned on a number of occasions.

Cooper must have loved this car, as he drove it 100,000 miles in four years! This is the early 1930's, and when you consider the road network of the times, that, by

itself, was an amazing feat. He brought the car back to the factory in 1935 to be "refreshed." That's when the boys at Duesenberg unveiled to him the newly conceived SSJ. Only two examples were made, and Cooper had to have one of them. With the museum's Duesenberg as a trade plus \$5,000, he drove off in the SSJ. The factory then commenced a thorough upgrading of the Tourster resulting in its subsequent sale as a "new" car...it was sold new twice! Most interesting. But I digress.

Many hours were spent making Cooper's car presentable for the event, and as is typical of such preparations, the date was upon us before we knew it. It was off to the show.



Unloading car

If you read my account of last year's Audrain Concours, you may remember the weather was on full display and the approach to the show field was compromised with rainwater saturation. Thankfully, this year's weather cooperated and the approach was covered with thick rubber matting...a perfect solution just in case it was needed. We arrived on the field and prepared for the day.

We were directed to the end of the row of our class, American Pre-War 1920s - 1930s, a good spot to be in, considering the judges could get a full view of the car. But our competition was fierce. Our next-door neighbor was the 1933 Duesenberg SJ (supercharged) from no less than



The Car Guys making a period fashion statement: straw boaters

The Nethercutt Collection. Taking nothing away from our Tourster, this 1980 Pebble Beach Best of Show winner was stunning!



It is famously known as "The Twenty Grand," that being the list price in 1933, the most expensive Duesenberg up to that time. At an inflation adjusted equivalent of \$473,521, this would have been outrageously extravagant in the depths of The Great Depression. It was/is literally opulent! Seated in the rear compartment, for example, Madame et Monsieur could monitor the chauffeur's driving habits with their own set of instruments.

Other contenders in our class were Mary and Ted Stahl's 1929 Stutz M LeBaron Convertible and the '29 Rolls Royce Phantom I presented by Stephen Brauer, both exquisite cars.

One entrant in which I took particular interest was the 1952 Mercedes Benz 300SL W194. This car was result of the genius of Rudolf Uhlenhaut. Uhlenhaut joined Mercedes in 1931 as an engineer and in '36 assumed responsibilities for its racing division. Under his



A bar is included, of course

leadership, Mercedes was dominant in Grand Prix racing of the mid to late '30s. In 1948, Uhlenhaut rejoined Mercedes and encouraged the return to racing...it sells the brand...as Mercedes was struggling to gain traction after the war. With corporate acceptance of his proposal, he designed the W194, and the finished product became reality in record time. Its first competition was the 24 Hours of LeMans. It is remarkable that it was race ready in such short time, but even more remarkable is...IT WON! Impossible, but true. In fact, Mercedes placed first and second in what is arguably the world's most demanding race. Unheard of! The W194 at The Audrain was the very car that won at LeMans in '52.



Mercedes Benz 300SL W194, the Bruce McCaw Collection

The W194 was the precursor to the more refined 300SL that began production in 1954, and the rest is history. Uhlenhaut's encouragement to the corporate heads proved the point: Race on Sunday, sell on Monday.

The Audrain Concours offers so much, it's impossible to cover all that goes on, but one feature that is worthy of note is the judging class known as 30/30, or 30 under 30. This is a class dedicated to folks under 30 years of age who are presenting cars that, including acquisition and restoration, cost less than \$30,000. There were three classes: Pre 1965; 1960s and 1970s, and; 1980s and 1990s. The winners, respectively, were Denton Owen's '63 Triumph Herald, the 1967 Volkswagen Kombi Bus presented by Adam Corceller and Austin Spooner's '83 Porsche 1944.



(AUDRAIN ON LINE IMAGE)

This is a most important class in that it connects young people to the collector hobby. The common complaint is that our hobby will die with us "old-timers," because social media seems to suck all the air out of the room for Gen Zers and Millennials. But 30/30 seems to be working, as the participation has increased over previous years. Nice to see this trend.

So what about our class? The winner was Stephen Brauer's 1929 Rolls Royce Phantom 1, a most beautiful



(AUDRAIN ON LINE IMAGE)



1st Place, Veteran
(AUDRAIN ON LINE IMAGE)

...and Michael & Joannie Rich's 1927 Mercedes Model K.

automobile.

We did not win. And the Nethercutt Duesenberg placed second. That gives a sense of the level of



1st Place, Pre-War 1920-1930

excellence that is demonstrated at The Audrain Concours. Other winners, to name a few more, were this lovely 1912 Simplex from the Singleton Collection...

About winning, I hasten to add we did not suffer sour grapes. While it's nice to bring home "the gold," our enjoyment is simply being part of this extravagant event. I entitled this piece "CONNECTIONS," because that's what happens: you connect with old friends, and new, you see young people connecting with this amazing hobby and you connect with the history that these automobiles represent, so much a part of our modern world. Kudos to the Audrain folks for making all of this happen.



Best of Show was the 1938 Delage D8-120 'de Villars' of Fritz Burkard.



Heritage Museums & Gardens
67 Grove Street
Sandwich, MA 02563
heritagemuseumsandgardens.org

THE NOR'EASTER

MEMBERSHIP NEWS

Currently we have 159 members plus associates in our region. We would love to see more member renewals and welcome them and the following new members back into the region:

Welcome!

Richard Penna ~ Boxford, MA

Gary Como ~ Warren, MA

Tim Carpenter ~ Stamford, CT

Donald McKennith ~ Mashpee, MA

John Harris ~ South Br, Maine

Regards,

Elliot Friend, Membership Chair

Nicholas Kettle ~ Greene, RI

Chris Baltazar ~ Wilbraham, MA

Dan Smith ~ Ashby, MA

Henry Kandzars ~ Sterling, CT

Jack, Chandler ~ Sterling, MA

TECH SEMINAR

Saturday, April 20, 2024 • 9am – 1pm

Binnie Motorsports • 282 Heritage Avenue • Portsmouth, NH 03801

This year our Tech Seminar will be a Trade Show featuring several businesses that cater to the preservation and maintenance of our Classics. A sample of the vendors will include, Engine Maintenance and Rebuilding, Radiator Maintenance and Rebuilding, Restoration Services, Upholstery Services, Parts Casting to name a few.

To add to the excitement, the business that is hosting us is Binnie Motorsports. Mr. William Harrison "Bill" Binnie is the owner. Mr. Binnie has been a lifetime driver and mechanic, Binnie drove for Lotus before forming Binnie Motorsports. He was a two-time class winner of the 24 Hours of Le Mans, twice as a driver and once as a team owner. He won the ALMS Petite Le Mans Road Atlanta in Georgia, as well as the 12 hours of Sebring. In 2012 he drove for James Watt Automotive's JWA-Avila team. (*William Harrison Binnie - Wikipedia*).

While at the Tech Seminar we will have the privilege to view some of the Racing History of Mr. Binnie. This collection is not open to the public.

Please send your name, cell number and email address along with your check for \$65.00/ per person (Includes Coffee, Donuts, and Lunch) made payable to NER CCCA Mail to Diane Elmendorf, Treasurer 75 Dear Meadow Lane, Chatham, MA 02633 by

April 8, 2024 registration deadline.

Annual Meeting

Our Regional Annual Meeting was held in November, 2023 and was nicely attended.
Seven of our former club Directors and current Club Director, Jeff DeMarey, were able to attend.

The Annual Meeting was attended by the following:

Joe Gildea
Frank Wemple
Chris and Heidi Charlton
Natalie Charlton and Kevin Murphy
Jon and Diane Elmendorf
Ryan Brown
Jack Welch
George Holman and Nancy Schechterle
Bob and Betty Sue Reed
Chuck and Lisa Niles
Whitney Overocker
Dennis Egan
Steve Goodman
Jeff DeMarey
Jon and Sandy Lee
AJ SanClemente
Sandra SanClemente
Fay Butler
Peter Sococcia
Adam Schoolsky



*Top: Chuck Niles, Lisa Niles, Jack Welch, Fay Butler
and Chris Charlton*

*Middle: AJ SanClemente, Sandra SanClemente,
Peter Sococcia and Adam Schoolsky*

*Bottom: Steve Goodman, Joe Gildea, Jon Lee,
George Holman, Nancy Schechterle and Sandra Lee*



Left: Whitney Overocker, Natalie Charlton and Ryan Brown are heading up the NER 2025 CARavan committee

Above: Diane Elmendorf, Jon Elmendorf, Ryan Brown, Natalie Charlton, and Kevin Murphy and Whitney Overocker

REMEMBERING MARY JEANE HOLMAN

Mary Jeane was a rare individual who had a very positive impact on everyone with whom she came in contact. Her cheerful, friendly and selfless personality was truly infectious.

Mary Jeane became active in the New England Region in 1984 when she and husband George assumed an active role in rejuvenating the region when it came perilously close to being dissolved. In July of 1986, she organized the first gathering of the newly revived region and the event was a huge success. Mary Jeane subsequently became a vibrant part of the New England Region. It was always clear that as much as she loved automobiles of the classic era, she loved people more. Never concerned about herself, she was only interested in making sure that everyone else felt welcome and had a good time and she greatly enriched every event that she attended.

On March 18th, 1995, Mary Jeane Holman was



prematurely taken from us, but she left a region that was unquestionably much better and stronger than it would have been without her. She was really a very special person and in 1996 the Classic Spirit Award was established by the New England Region and the Holman family to recognize other CCCA members who exhibited the same personality qualities that made Mary Jeane so unique and so fondly remembered by countless people who knew her.

But times change and after careful deliberation, the Holman family and the New England Region have decided that it is now time to retire the Classic Spirit Award. Like Mary Jeane, the deserving CCCA members who have received this very special recognition will be remembered as having had a very positive impact on the CCCA and its members.

We thank all of you who have contributed through the years to this great way of remembering a great woman.

◆ ◆ ◆ Members Needed ◆ ◆ ◆



Members who would be willing to be in a short, well organized parade that takes place at Brooksby Village ~ a senior living facility located in Peabody, MA.

The anticipated date is Friday, June 28, 2024 from 9-11 a.m.

Most of the time involved is in lining up. The parade itself lasts about a half hour. Cars line up in nearby parking lot and drive thru the

retirement village parking lot to the delight of the residents, who line up to cheer us on. If you love to see people smile, hear cheers and clapping then this is for you.

Please contact Heidi and Chris Charlton for more information at 207-743-5001 or classic4@megalink.net.

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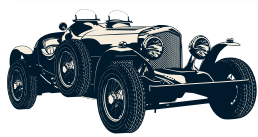


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Holman Engineering, Inc., 555 Cottage Street,
Springfield, MA 01104-3220





From left: Jon Lee, Frank Wemple, Jeff DeMarey (current Director), Sandra Lee, Jack Welch, Chris Charlton, George Holman, and Chuck Niles



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