

# NEW ENGLAND CLASSIC QUARTERLY & BULLETIN



*Heritage Museum - 1925 Franklin*



CLASSIC CAR CLUB  
OF AMERICA

NEW ENGLAND REGION



THIRD 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**



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## Director's Message



It's been a busy summer so far. The Wilbraham Hill Climb in May was well attended and a great way to meet new car enthusiasts. Next up was the

Greenwich Concours held in June. And then the CCCA Museum Experience. Several Regional members were in attendance in Michigan. At the end of June members of our region participated in the Annual Brooksby Village 4th of July Parade. The residents loved seeing our cars drive by. Thanks to our members who took the time to participate. Founders Day at the Bahre collection enjoyed a successful turnout of car clubs and the general public who viewed the Bahre Collection. All proceeds benefited the Hamlin Memorial Library. Finally Misselwood Concours was held in late July and was well attended. We are busy planning the Annual meeting for November 10, 2024. Details are in this publication and I hope to see all of you there.

—Jeff

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## Editor's Note



Enjoying the many summer cruise nights and car shows. Send us your photos so we can share with the rest of our members.

— Heidi Ann

## ~ 2024 EVENTS ~

*These events are subject to change*

### **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**

#### **and ANNUAL MEETING**

*~ November 10, 2024 ~*

**The Old Salt Restaurant at Lamies Inn**

**490 Lafayette Rd. Hampton, NH**

**10:00AM-2:00PM**



**CLASSIC CAR CLUB  
OF AMERICA**

NEW ENGLAND REGION



# An Update on Our Vintage Region Sign

By Frank Wemple

**B**ack in 2022 the New England Region acquired a vintage hand-painted regional sign. The Second Quarter 2022 issue of the “New England Classic Quarterly” contained an article describing how Joe Gildea obtained it from the estate of early NER member Payson Little. A well-known picture of Doc and Betty Barrows showed a very similar sign propped up on the front of their 1932 Lincoln, although that sign was longer and had the text in two lines rather than three lines on ours. What follows is an update of what we now know about our vintage sign.

When we first got the sign, it lacked the cutout of the CCCA car logo that was originally attached to the top of the sign. This car logo is quite obvious on the sign pictured with Doc and Betty. Then, about a year later, Joe Gildea called me to say that he had found the CCCA car logo at the same place the sign came from and he sent it to me. I performed some minor restoration and reattached it to the sign.

The part of the 2022 article that estimated when the signs were made was not quite right. The stone building behind the Barrows Lincoln is the first clubhouse, not the second. The NER had this clubhouse from 1955 until 1959. As the signs contain an image of the first NER car badge which was first available in 1956, the signs had to have been made between 1956 and 1959. (Note the NER car badge mounted on the Lincoln’s headlight bar.)

Recently while looking through old pictures to include with a New England Region history for our web site, I ran across a very grainy picture of the car storage area in the third (and last) clubhouse. The car is a 1930 Packard Speedster that belonged to Tom Mix and hanging on the wall above the front of the car is our sign! When the region vacated the clubhouse in late 1976, Payson Little probably took the sign home with him as without a clubhouse, the region had no place to store large items that belonged to it.

However, there is much that we don’t know about these NER signs.



*Frank wemple with a vintage regional sign.*

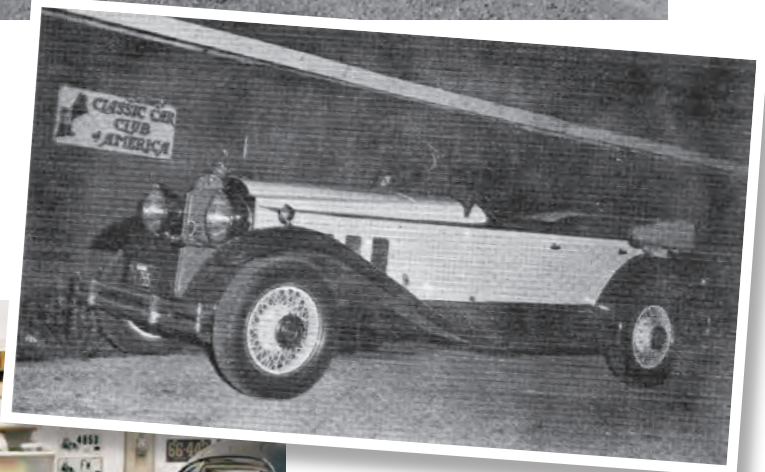
1. What were these signs designed to be attached to? Our sign has a pair of canvas straps attached to wooden blocks screwed to the back at each of the four corners. The straps are too far apart to go around a car trunk or trunk rack. The sign in the Doc and Betty picture also has screws in all four corners, so that sign most likely also had straps and they were even further apart.
2. Where were these signs usually displayed? One guess is that they were displayed at antique car events to promote the CCCA and the New England Region, but none of the early members I talked to remembered seeing them.
3. Whose idea was it to produce these signs and who designed them? Knowing how active in the region Doc and Betty Barrows were, it’s a good bet that they were involved in some way.
4. Who made these signs? The artwork is quite good and it looks like the work of a sign painter. Did we have someone in the region who had such talent?
5. And finally, what happened to the larger sign Doc and Betty had?

It's doubtful that we will ever have definitive answers to these questions and at this point about all we can do is speculate. We would like very much to hear ideas from our members.

*Doc and Betty Barrows with the larger sign in front of their 1932 Lincoln. Note the first NER car badge on the Lincoln's headlight bar.*



*The car storage area in the third clubhouse. Our sign is on the wall just ahead of the car.*



*The smaller sign on the front of the author's 1932 Packard.*



# Show Business

## 2024 Metro Grand Classic

By Jon Elmendorf

On the last weekend of June, Diane and I trailered Heritage Museum's 1925 Franklin to New Jersey for the Metro Grand Classic at Jack's Barn in Oxford, NJ. We arrived too late to participate in a driving tour on Friday, but met up with the group for dinner at the Smashed Olive Restaurant. During dinner we made a lot of new acquaintances and had plenty of time to talk "car talk". That night we stayed at Twenty Belvidere, a B&B owned by the owners of Jack's Barn and only 1 ½ miles away from the show field.

The B&B is a mansion built in the 1840's lovingly restored by its new owners. I fell in love with the downstairs, it was like being in the 1800's, twelve foot ceilings, wood paneled library and a music room.

Saturday was show day and first we all had breakfast at Jack's Barn followed by the judges meeting. Steve Babinsky, our head judge, divided us into 4 teams and gave us our final instructions. Now it was off to the side and back yard of the Barn where parked on the grass were 31 Classics awaiting our attention. What a wonderful setting and great cars to see. As I was a team leader, we had a short conference to introduce ourselves and go over our routine. Because I was the most flexible, I looked under the dashes and undercarriage for everyone and reported back to them what I saw. We were getting ready to start our last judged car when one of my team said he had to stop. He had recently had back surgery and could no longer stand, a real trooper to have made it this far. Nearby another judging team was finishing up and one judge volunteered to take his place. When that car

was done the runner for the judging forms said we need you to judge one more Classic. As we finished up that car another Classic had just arrived and we were asked to do that car too, as all the other judging teams were done. I thought the Grand Classic was great, one of the pleasures of judging the Classics is you get to give them a really close inspection as a judge and listen to them start and run, the more the better.

With the judging concluded the tabulators quickly finished up and we all went into the Barn for our lunch-dinner. I should mention that the owners of Jack's Barn and the surrounding area had suffered a major thunderstorm that took out most of the power in the area including blowing out the main panel for the Barn. They only got a new panel wired the day before the event. When they turned on the AC for the building they found that the AC was fried too, so no AC. It was warm but they had every window open and we got a slight breeze into the building. The food more than made up for the lack of AC. Our Grand Classic coordinators, Bob & Grace Gluck, entertained us with history on the Barn, mystery raffles, an auction and last but not least the awards.



*Metro grand Classic location at Jack's Barn*



Heritage's Franklin won its Senior, which pleasantly surprised me, I do have to tell you it did make my day. All in all there were 31 cars and 89 members in attendance.

Diane and I went back to our B&B for the night then drove back to the Cape. I was happy to get the Franklin back to Heritage safe and sound. This was the farthest away I have taken a museum car to date.



*(Above) Two Great Packards, 1930 734 Speedster, owned by William Vaccaro and 1932, 903 Sport Phaeton, owned by Adam Buck*



*(Left) Heritage's 1925 Franklin on the show field*

*Former Pebble Beach winner - 1929 Duesenberg Convertible sedan, Murphy body, owned by Tom Maoli*





## New England Region ~ 70<sup>th</sup> ANNIVERSARY ANNUAL MEETING~



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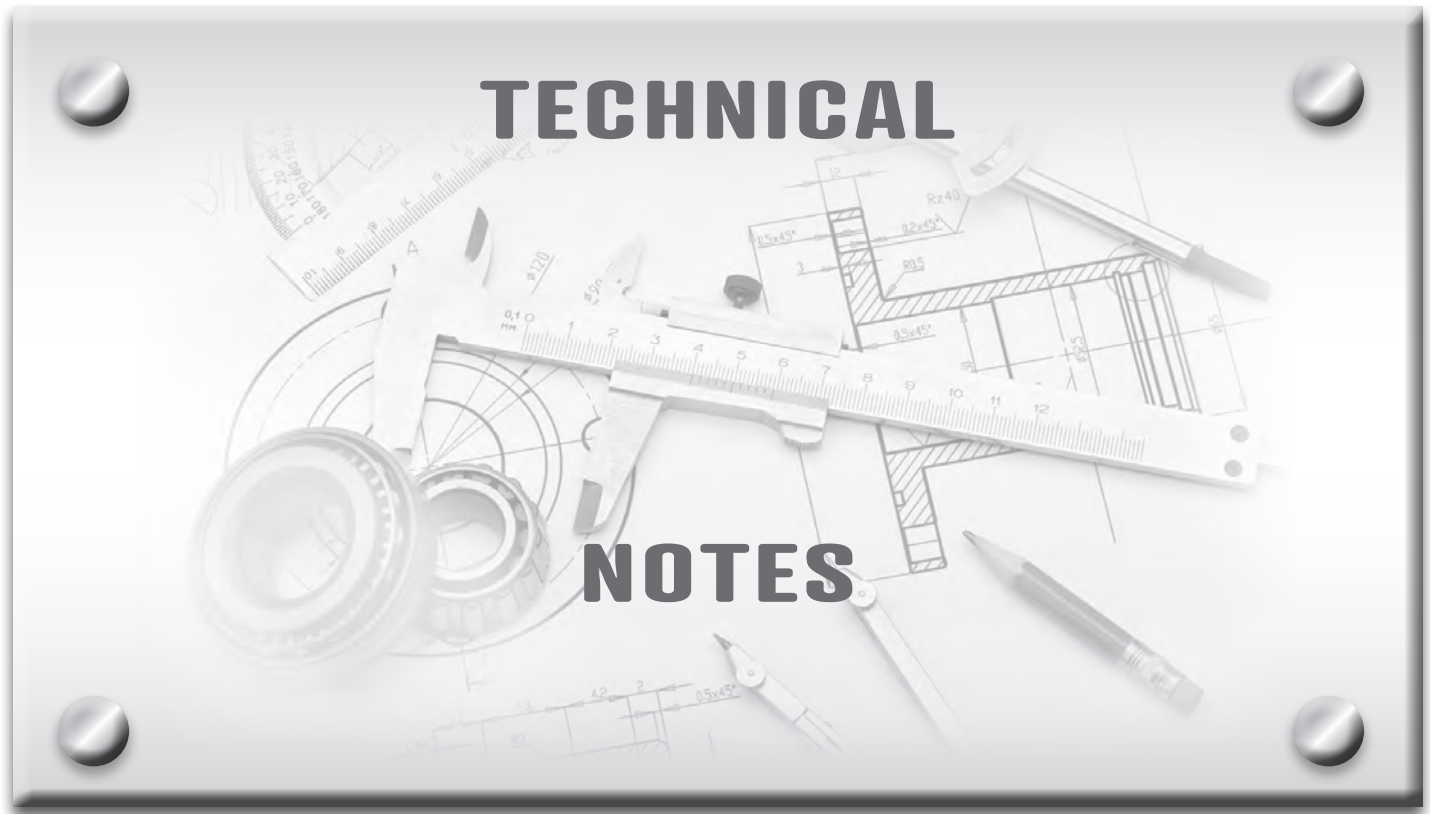
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# THE NOR'EASTER



## Conquering a Detroit Lubricator Model 51 Carburetor

*By Frank Wemple*

In the early Thirties, Detroit Lubricator Model 51 carburetors were used on several Full Classics including Packard and Cadillac. These carburetors can be problematic and I've known a number of people who roundly curse them. While there are several issues with these carburetors that can cause or contribute to poor performance, this article will focus only on the problem with the carburetor on my 1932 Packard that I discovered.

My original unrestored 1932 Packard Eight DeLuxe Club Sedan has the original Detroit Lubricator

carburetor on it. When I got it, no amount of fiddling with the carburetor would get the engine to idle properly and it would backfire when coasting down a hill with the throttle closed. The symptoms seemed to indicate a rich condition, so I checked the fuel level and found it was too high. I also found that at some point, the original float had been replaced with a modern reproduction. I spent a lot of time trying to lower the fuel level to the factory specification, but the best I could do was get it close by bending the float arm so that the float was at an acute angle. This greatly reduced the available travel and barely allowed the needle valve to open. Also, the arms





*Detroit Lubricator floats left to right: original float, reproduction float, reproduction float with riser added.*

on the float engaged the needle valve at a poor angle and the result was that it would often stick and cause flooding.

It was obvious to me that originally the floats in these carburetors maintained the proper fuel level with the float relatively level rather than at an angle. Therefore, to achieve this geometry with the reproduction float, it seemed to me that the arm of the float must be raised above the top of the float so that the float would sit lower in the bowl. I conferred with a friend who knows carburetors well and he agreed. We determined that we needed to lower the float  $3/8$ ", so my friend made a riser out of thin brass channel stock and reattached the float arm to this riser. The result was that I was able to obtain the correct fuel level in the bowl with the float in a level position. I could then adjust the carburetor to achieve a good idle and eliminate the downhill backfiring. So, it is indeed possible to conquer a Detroit Lubricator carburetor and make it behave as it should!

While my problem was solved and my Packard ran very well and reliably on the original Detroit Lubricator carburetor, I often wondered why such a modification was necessary. It had to be that there was some difference between an original float and a reproduction float, although no difference was discernible by studying pictures. I decided to try to find an original float so I could make comparisons. At least I knew what one looked like based on pictures in Detroit Lubricator technical information. It seems that original Detroit Lubricator floats are not terribly common, but I was finally able

to locate one that a friend had in one of his spare carburetors and he was kind enough to let me borrow it.

I compared the original float to three reproduction floats. I first measured all four floats and found that the measurements were virtually identical. Then I weighed all four floats and the results were 0.9 oz. for the original and 1.0, 0.8 and 1.0 for the three reproduction floats. However, this wasn't conclusive. Next I measured the freeboard, or the amount of each float above the water line when floated level in a pot of water. I put a rod through the pivot holes on the float arm, held the rod between my thumb and forefinger and positioned the float in the water so it was as level as possible. The original float measured  $3/4$ " above the water line while each of the reproduction floats measured  $5/8$ " above the water line. Ah ha! The reproduction floats all sat lower in the water, meaning they displaced more liquid which resulted in a higher fuel level. The original float was more buoyant and as it rode higher in the water, it displaced less liquid. There's not a lot of room in the float bowl, so there's not a lot of fuel and a slight difference in float buoyancy will make a considerable difference in fuel level. So, what was different in the construction of the original float that made it more buoyant? That's a good question and something for someone else to research.

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*Classic Car Club of America Museum -  
1930 Packard 734 Speedster at 2024 Pebble Beach Concours*



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