



It's all about the ride.

DIRECTOR'S MESSAGE

Spring has finally arrived, and I hope everyone has wrapped up their major repairs for the upcoming car season and have them dialed in. For me, the winter months are for the major repairs and upgrades that require special parts and work to be performed. I have taken on a ring and pinion project on for my '29 Stutz to achieve better highway speeds. There will be more information in the next issue Tech Talk column.

The DVR has our first event scheduled for May 18th at 10:00 am. It's the Octoraro Creek Tour in Parkesburg Pennsylvania. We decided to charge \$10.00 per person for this event to keep our membership committed to showing up. We're going to have a catered lunch, hats, and dash plaques to commemorate the event, and we really want people to bring out the cars and show up if they say they're coming. If rain is forecast, we'll continue the event in our daily drivers. Jeff has a brand new six car garage, and we can have the luncheon served inside.

We're also planning an open house at Andrew Rosen's place on September 14th. He has about 30 cars, and we hope people can bring their cars to this event. We'll be firing up the grills, so there should be some good barbeque. We'll have more details in the next newsletter

And lastly, the DVR is having our 70th anniversary party at the Pennsauken Country Club on November 9th at 12:00 - 4:00 pm. This will include a formal dinner and cash bar for alcoholic beverages, and we're working on some entertainment to leave you laughing when you go.

The National group is having the annual meeting at the Hilton in Huntington Beach on March 20th - 23rd. The CCCA Museum is hosting a three day event called "Power and Performance - Then and Now" from May 29th - June 2 in Hickory Corners, Michigan. And our local Metro Region is holding a Grand Classic at Jack's Old Barn, Oxford, New Jersey on June 28th - 29th.

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UPCOMING EVENTS

Plan now to join us for our upcoming events! See dvrcca.org for more details and additional events.

Multi-Club Visit to the Nickett Collection

Date: Sunday, April 21, 2024
See p. 5 for details and a registration form.

Octorara Creek River Tour

Date: May 18, 2024
See p. 8 for details

Philadelphia Concours d'Elegance

Date: June 22-23, 2024
The Simeone Foundation Automotive Museum, 6825 Norwitch Drive, Philadelphia, PA

All members, please send a list of local events that you are aware of to Cliff so he can compile a complete list.

So please plan to make some if not all of these events, and bring your cars if possible.

The DVR has a great tradition of bringing out the big classics, and we want to keep that tradition going. Hope to see you there with your cars. Remember, life is a journey and it's all about the ride.

Robert Praetorius,
Director

SUPERCHARGED CARS

reprinted from Stutz Club Newsletter courtesy of editor Carl Jensen

The first real use of superchargers on automobiles began in the early 1920s. We can see them on race cars including Bugatti, Miller and others. But it appears that the first road going production car to be supercharged was the 1922 Mercedes 10/40/65, a sporting roadster.

Of course in 1929, both Stutz and Bentley took sports cars to LeMans with superchargers, and Stutz became the first to offer superchargers on roadgoing cars in the US that same year. Duesenberg would later follow in 1932, and Graham is credited for making the supercharger more mainstream in 1934, becoming the largest producer of supercharged cars with their in-house design.

Fast forward, I think one of the most extreme uses of superchargers today is on Top Fuel dragsters, where the forced air is so great that it drains nearly 1,000 hp from the engine to operate it! Of course the end result is an engine that produces about 11,000 hp ... a long way from the 65 hp Mercedes of 1922. Still, the increase in performance was significant. From one test report in early February 1929, at 3,000 rpm the horsepower on the Stutz Vertical 8 went from 115 to 156, and top speed was estimated to be approximately 125 mph. I have seen a few different horsepower figures on this, but the end result was a notable increase.

Stutz really capitalized on being the first to offer this technology here in the US. There are countless advertisements and press releases. The earliest public information I have seen was a reference to the New York Auto Salon in the January 6, 1929 edition of The Allentown Morning Call, stating, "Stutz is featured by its many mechanical improvements. Chief among them is a blower for getting more power out of the car. The novel device attracted many engineers who studied its working principles for hours." It is interesting to note that in 1929 Stutz was also promoting that they were the first to offer radio receivers, as well as being early to offer "sunshine" roofs.

Of course we are all familiar with two roadgoing supercharged cars, which include Christine Snyder's 1930 Derham convertible coupe and the 1929 Lancefield coupe (both are currently on display at the Gilmore museum campus). Also, there is the case of the Jones Special which was originally a supercharged car, then had the supercharger removed for racing.

In the July 2015 and March 2020 issues of the Stutz News, Mark Glavin outlines the details of the history of the Jones Special. But the question is, how many supercharged Stutz road cars



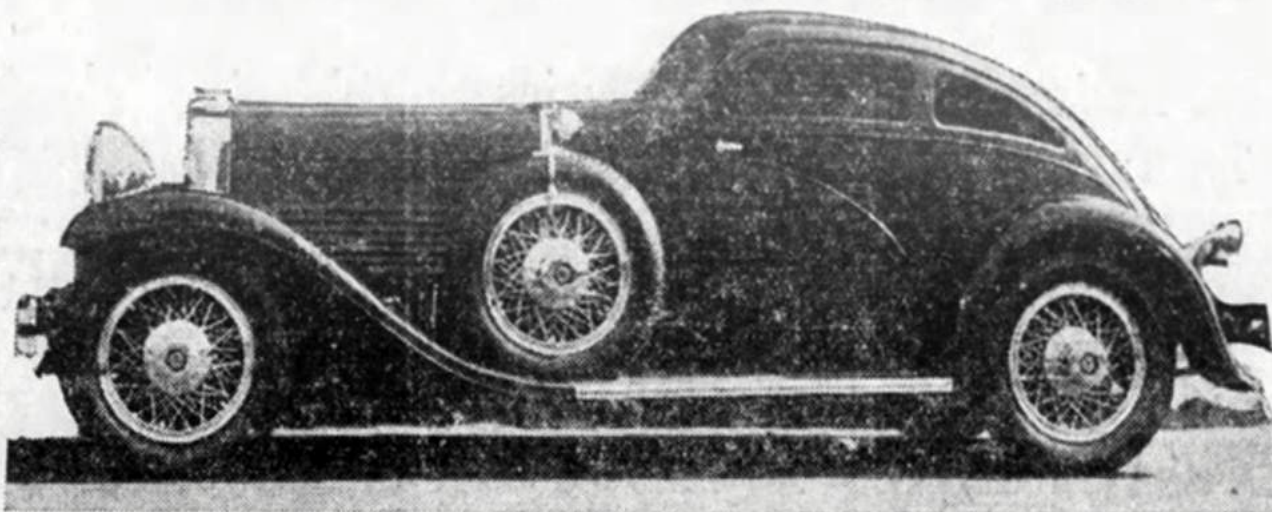
Indianapolis News, Saturday, November 9, 1929

(excluding the LeMans cars) were there? And maybe more interesting, where are they now? Most people interested in this topic are familiar with correspondence dated June 7, 1929 with Stutz confirming the upcoming order of 10 superchargers, but this author questions how many were used for testing / development, how many for production, and if any more were procured after that initial order? So far, I have found reference to what I believe are three other cars, all of these with interesting bodies as well.

The first car was ordered for Samuel B. Stevens. Does that name sound familiar to you? It should, as he was the sponsor of the Stevens Trophy which Stutz won in 1927, the first of the four years it was awarded. (Recall, this was a 24 hour endurance contest and the trophy resides in the Indianapolis Museum.) Samuel Stevens was an

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SPORTSMAN GETS STUTZ SPEEDSTER.



The sporty Stutz speedster shown here, especially for Sam Stevens, Rome (N. Y.) sportsman, was the object of much interest when displayed at Stutz of Indiana salesrooms last week just before being delivered to its owner. The car was equipped with Weymann body and supercharger. Mr. Stevens expected to leave for Bolivia with the car this week. Superchargers are now being placed on certain Stutz models.

Above: The Indianapolis Star, Sunday, November 10, 1929. Below right: cover of Stutz newsletter

accomplished businessman and pioneer racer. He maintained an impressive collection of automobiles at his mansion in Rome, NY, which included a Stutz he purchased in 1926. But clearly the thought of getting a second Stutz with a supercharger was very intriguing as he purchased this custom-bodied coupe. Does anyone else know anything about this car or have other photos of it?

Noted in December 1929, the New York auto show included a Chateau Weymann Versailles with a supercharger. In fact, I have seen several references in December of 1929 of this car being at the 1930 New York Auto Show. So, we know there was at least one supercharged Versailles built.

But note the article below referencing the sale of a supercharged Versailles in Louisville dated December 1 and states the car was "delivered" to their customer a week before. The New York Auto Show was December 1-7, and the cars for the show would have likely been on the floor a couple days prior. It would have also taken some time to get the cars from Weymann in Indianapolis to New York. The dates suggest that there may have been two supercharged Versailles. In fact, the Louisville dealership ran an ad similar to the one of the cover of this issue in November 1929 for supercharged Stutz cars.

STUTZ

AMERICA'S FIRST
SUPERCHARGER CAR

Stutz does it again—leads the entire industry in introducing a stock car with built-in supercharger as optional equipment.

Stutz supercharger operates at any engine speed, can be "cut in" at the will of the driver. Acceleration and hill-climbing are stepped up 18 per cent, top speed increased 15 per cent.

A Supercharger Stutz is included in the distinguished Stutz exhibit at the Drake Hotel, Nov. 9 to 16, or you may see the new Supercharger Car at our display room.

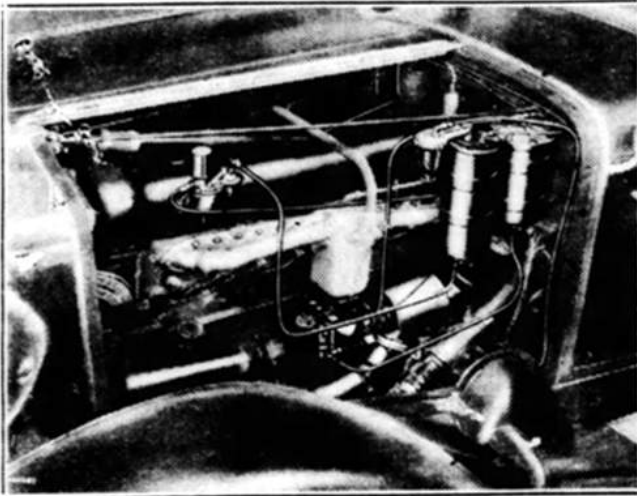
PERFORMANCE—WITH SAFETY

Stutz Chicago Factory Branch, Inc.
2500 S. Michigan Avenue
Phone Michigan 2500

Chicago Tribune, Saturday November 9, 1929

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First Supercharger Sold



Photograph showing Stutz motor equipped with supercharger.

THE first passenger automobile equipped with a supercharger ever sold in Kentucky has been acquired by Lawrence L. Jones, Jr., of Louisville, it was announced Saturday by Walter I. Kohn, Jr., of the Stutz-Louisville Company, 605 East Broadway.

The car, Stutz Versailles model, was delivered to Mr. Jones last week. It was brought to Louisville by Mr. Kohn and was the first supercharger car to be offered for sale here. The model, Mr. Kohn said, is one of the finest of the Stutz line. It has an eight-cylinder engine and is equipped with feathertouch Booster brakes, No-back side bumpers and steel running board. The body is one of Weymann's latest creations. It carries a single dial control Transitone radio receiving set.

Left: The Courier Journal, December 1, 1929

I reviewed the 1929 New York Auto Salon program for some additional clues, but all cars in the program are artistic illustrations. A page from the program showing a Stutz Versailles is on the back cover of this issue. [editor's note: The back cover featured an advertisement for the Weymann Body company and is not shown].

The final information I have makes one wonder if this ad is one of the suspected two Versailles mentioned above that somehow arrived in Kansas City six months later. Of course, it could have been another car...

STUTZ—Special built Weiseman body; latest equipment; supercharge; just from factory; bargain account death. 5656 Oak.

However, if you go treasure hunting for these cars, keep an eye out for this hot rod Stutz listed for sale in August 1930!

Stutz '28 Black Hawk Spdstr.
Equipped with DePalma supercharger.
motor perfect, speed over 100 m. p. h.
See this. 2049 N. Alabama. \$500. terms.



WOULD YOU LIKE TO CONTRIBUTE?

We welcome articles and photos from our members! Do you have a personal car story, an event you would like featured in an upcoming newsletter, a service to advertise, or anything else you'd like to share with your fellow car enthusiasts? Please send it to cawoodbury3@verizon.net.

SHARE WITH A FRIEND!

Do you know someone who loves classic cars? Do you have a friend who would like to become part of the DVRCCA? Share this newsletter with them!



TECH TALK: GAS TANK REPAIR

by Robert Praetorius

Today's topic is about gas tank repair. Gas tanks are one of the simplest components in our old cars, and yet they can create more problems downstream with gas filters, fuel pumps, vacuum tanks, and carburetors. The gas tank may be the last thing you consider when troubleshooting fuel delivery issues, and they can make old car ownership a nightmare. In this hobby, an ounce of prevention is worth pound of cure. Rusted gas tanks have stopped more cars and started more divorces than any other single component on our vehicles.

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FEATURED MEMBER PHOTO

Courtesy of Bud Coleman



After reading the January 2024 newsletter of the DVR-CCCA I got to thinking about the first meeting with Roy Wilson (whose name appears on the meeting roster in April of 1954). I was remembering a photo I had taken about 25 years ago at the Delaware County Community Car Show. In the picture, from left to right, is Clifford Woodbury Jr.'s 1934 Cadillac V-16 seven passenger sedan, body by Fleetwood; Roy Wilson's (previously Gus Drake's) 1934 Cadillac V-12, body by Fleetwood 5 passenger Town Sedan; and Clifford Woodbury III's five passenger sedan, body by Fisher. Oh the memories!

LaSalles forever,
Bud Coleman



After 90 some years of usage and storage, all gas tanks will have varying degrees of rust, scale, dirt, and debris built-up inside of them. Some may even have slabs of corroded lead, scale, pin holes, or even split seams from frozen condensation. If your car has had any history of long-term storage, it would be wise to address the gas tank first. Today, there are actually cameras on flexible scopes that you can insert in the neck and get down inside and see firsthand how bad the condition is. I'm certain you will not like what you see.

Repairing gas tanks is not for the faint of heart. You'll need a well equipped shop, good mechanical aptitude, and some good physical ability to remove and manipulate the tank to clean it properly. You should also watch a few YouTube videos on "gas tank repair" to get an idea of what you're getting into. Lastly, gas tanks are dangerous. They can explode on you when cutting windows or welding repairs if not properly defumed and ventilated.

To remove the tank, you'll need to remove the drain plug and drain all gas out of the tank. Please dispose of this fuel properly, as it will be old and ugly. Then remove the fuel cap and place both of them in secure places where you won't forget them. The tank will likely have brackets attached that secure onto the frame. Newer ones will have straps. You will want to wire brush all old nuts and bolts clean and then let the bolts soak with penetration oil overnight. Try hitting the wrench or ratchet as you apply torque to remove them. This shock treatment might save the nut and stud. The goal is try not to snap them off. If you get a little movement, go back and forth slowly to walk it off. Place several blocks of wood under the tank before unbolting the last bolt. You do not want to break the wires to the sending unit, which are located on the top of the tank. Once you have lowered it enough, undo the two wires carefully. You may want to try to salvage the sending unit if possible.

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Once the tank is out, you need to remove the sending unit. Again, it will be secured with 6 or 8 screws, and you want to wire brush them and soak them with penetrating oil. Get the best screwdriver to fit the slotted screw head. Apply rotational torque and hammer the end of the screw driver at the same time. This is an attempt to remove the screw without stripping it. If you do strip it, file the head smooth, center punch it, and drill it out. Try not to use a bit larger than screw shaft, because we will need to rethread these holes at a later date. It is most likely an 8-32 or 10-32 screw. So start with a 5/32" drill bit, which is about .156 of an inch.

Once you remove the sending unit, inspect it and check the float. If it is a cork style float and beyond repair, you can try and locate a NOS sending unit. My experience is that most of these older sending units are made out of unobtainium. So try looking into 1953 and older truck parts books. There are a lot of Ford and Chevy truck aftermarket parts places. You're trying to match the flange size and float travel to replace the original unit. 1953 and older trucks were all still 6 volt, which match our cars. The bolt holes may need to be altered to make it work. The float travel can also be adjusted slightly.

Now lets go back to cleaning the tank. We want to tape the drain hole and sending unit opening securely with duct tape. The surface needs to be clean and dry for the tape to stick. Then fill it with 2 gallons of water with one cup of dish detergent soap. Next, add 5 pounds of 3/8" and 1/2" nuts and bolts. Hopefully you have old ones that you can afford to discard. Now you need two people to rock the tank back and forth on all four sides and on the two ends for about 5 minutes per side. This process will loosen most of the rust and help knock down the gas fumes. Empty all the contents and rinse the tank thoroughly until no soap residue is left.

I have also heard of people filling the tanks completely with white distilled vinegar and leaving them sit for 48 hours. The acid removes all the rust. This is worth investigating if you want a perfectly clean tank. Again, rinse all of the vinegar residue and let dry for two days in the sun. If you have a scope, this is the time to insert it and see what the inside looks like firsthand. If you don't have access to a camera, you can use a strong steel rod if you have a

straight filler neck. Insert it and feel how smooth the bottom surface is. If the surface looks or feels smooth, you're ready to use a good tank sealer.

If you see or feel more scale from years of leaded fuel build up, or if there are pinholes or leaks at the seams, you will have to make two access windows about 8"x10" on the vertical side of the tank between baffles, preferably on the front side of the tank where it will be less visible when installed back in the car. Now you can get inside the tank with power tools and knock all the scale and debris out. This is also the time to repair any holes in the bottom of the tank or leaks along the seams. These tanks were crimped and soldered on the ends, so it's best to repair seam leaks from the inside. Or you could get the tank sand blasted and power coated. If you have the resources, this would be the best scenario for the longevity of the car.

You'll need to fabricate window panels out of the same thickness material as the tank and make them one inch larger on all four sides. Then drill 1/8" holes one inch apart on the window and into the tank so you can install Teks Self Drilling Roofing screws. These screws have a weather-tight seal and are corrosion-resistant. The 1/8" hole is for a pilot and will leave plenty of compression for the self-threading screws to seal. These can be found at Home Depot or Lowe's. Next, you'll need to make gaskets out of a Viton™ material (Chemical and Petrol resistant rubber) purchased through McMaster Carr. Then use "Permatex Motoseal Gasket Maker #29132" on both sides of the gasket. Put the gasket on the tank, place the windows on top, and secure with the Teks Self Drilling screws. Make sure you have an even torque on the screws so you get a slight compression on the gasket. This process should ensure there aren't any leaks on your access windows when finished.

Now you're ready to seal the inside of the tank. There are multiple gas tank sealers out there. Eastwood recommends POR-15(R) Fuel Tank Sealer. Most tanks are about 20 gallons, and I would suggest using double the recommended coating material. You want full coverage for the entire inside and the baffle. Use their directions for best coating practice. Pour any excess out. Allow more than enough time to dry. You may also want to sand or wire-brush the outside of the tank and paint it at this time if you didn't powder coat it.

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To the right is a picture of a gas tank repaired by Ralph Buckley back in the 1960s. He didn't have the Teks Self Threading screws, so he used 7/16" sheet metal screws. The tank is mounted in a 1917 Pierce Arrow Touring car that was owned by the McNeal Family in Philadelphia, who were the founders of Smith Kline Pharmaceutical Company. The car, shown below, now resides in the Plumbo Buckley Museum in South Jersey.



FIRST EVENT OF THE YEAR! THE OCTORARO CREEK RIVER TOUR - MAY 18, 2024

by Jeff Hery

Gothic Aerie, 12 Wright St., Parkesburg will be the starting point for the May 18 Scenic Octoraro Creek River Tour. The house was built by club member Jeffrey Hery and his father in 1990, and Jeff and friends built the matching carriage house last year. The tour will begin in Parkesburg at 10 am and go to the Colonial hamlet of Steelville, site of Revolutionary War Era forges. The village was named after General Steele, who served in the War of 1812. The site is a national scenic waterway and a Chester County park. There is an 1800s covered bridge on which members can have photographs taken of their cars. The tour will conclude with a luncheon on the terrace of Jeff's Gothic home overlooking the PA rail station featured in the movie "Witness."

This is a great opportunity to shake the winter cobwebs from both our brains and the chassis of our cars.

Gothic Aerie home and garage, photos courtesy of Jeff Hery



SAVE THE DATE: OCTORARO CREEK TOUR May 18, 2024

Sponsored by The Delaware Valley Region of the CCCA
RSVP and payment must be received by May 1st!

Questions? Comments? Call or email
Robert Praetorius at 609-231-8347
or rjpraetorius@gmail.com

OCTORARO CREEK TOUR: REGISTRATION FORM

May 18, 2024

Mail this form with check payable to DVR-CCCA to Robert Praetorius, 32 Wexton Dr., Petersburg, NJ 08270

No. Persons _____ **@ \$10.00 each = Amount Enclosed:** _____

Name: _____

Address: _____

Cell Phone: _____ **Home Phone:** _____

Email: _____

Dietary Restrictions (vegetarian, gluten/sugar/salt-free): _____



MY CAR STORY: RESTORING A 1937 LASALLE

by Jack Hotz

Many years ago, 2002 to be exact, a fellow LaSalle owner had this car at a Grand National Meet and wanted to sell it. I drove it, and it was an OK driver, but he wanted what I considered too much money for the condition of the car.

Forward to 2009. The same member still had the car for sale, although it was not at that meet. I didn't realize he had taken the car home in 2002 and parked it in his driveway with a tarp over it. We all know what happens to a car in primer when exposed to weather: rust and de-laminated glass. He said buy it now or I'm going to rat rod it out. In a moment of weakness, or insanity, I said OK, I'll buy it.

Now 15 years later there is not a bolt or nut or anything else that hasn't been replaced, re-plated, or refitted on this whole car. The only reason I bought this car was a moment of sentiment for an old car that was headed to rat rod oblivion. I should have my head examined for holes! At the time there seems to have been a scarcity of 1937 LaSalle coupes on the market. I would have been better off waiting and buying one in better shape and needing less than a full restoration.

Let that be a lesson to all of you who feel it is worth the time and money to save a significant old vehicle unless you have the time, money, and mechanical aptitude to get it done in short order. And if you need a restoration shop, get one close to home so you can push them along on a weekly basis, or your car will end up at the back of the shop gathering dust.



"All it needs is a little paint!"

The LaSalle before restoration, photos courtesy of Jack Hotz

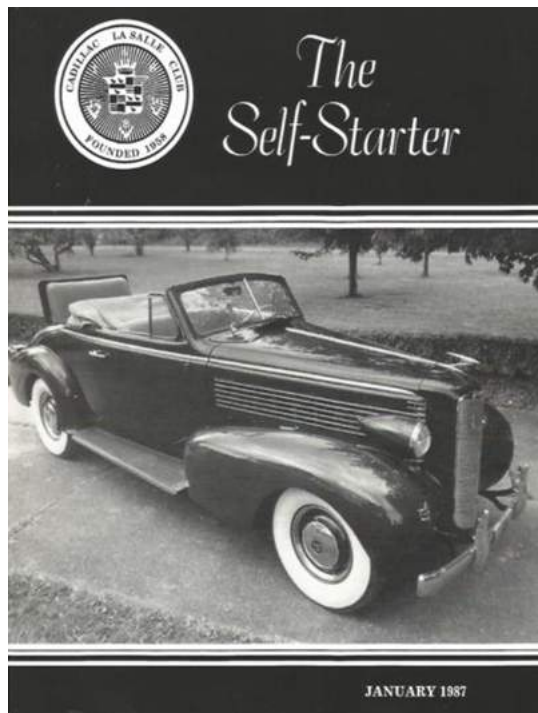
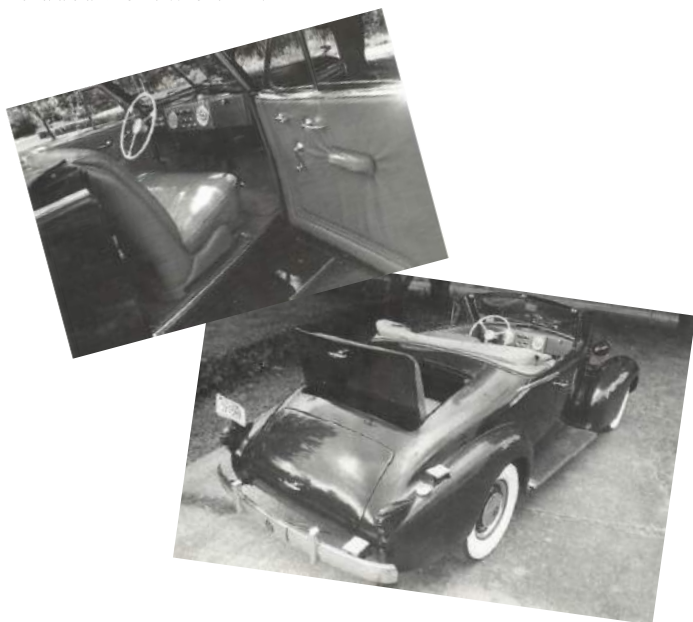


1937 5067 CCP RS

Reprinted with permission from the LaSalle Club Newsletter "Sallee Speaks" Number 62, Volume 20 No. 2, April 2024.

My pride and joy is a **1937 LaSalle Series 50 Convertible Coupe** with rumbleseat. It is the finished product of a 3 year search and a 3 year ground-up restoration of a solid original, 51,000 mile car. I am the third owner with the last motor vehicle registration being 1957.

The first owner operated a service station, keeping the LaSalle as his summer and weekend car. After many years of storage, the car was sold to a second gentleman who never drove the car, attempting to have it restored by a restoration shop in a nearby city. This ended in a disaster since the restorer was not working on the car but actually extorting money for work never done plus selling a few parts off the car! The police became involved, followed by litigation which resulted in the so called "restorer" being fined and put in jail. The second owner became discouraged and the car sat for several more years. I happened upon the car quite by accident while calling a vender in *Hemmings Motor News* on some auto parts. I asked if he had heard of any convertibles for sale, preferably late 1930's Cadillac, and he came up with the second owner's name and phone number. After arranging an appointment to see the car, we undertook the long ordeal of trailoring the car six hours from one end of New York state to the other, part of which included a snow storm.



This Convertible Coupe with rumbleseat was a Pride and Joy article in Self Starter, January 1987. Thirty seven years later this LaSalle is still owned by Frank Pezzimenti, now residing in Florida. Thanks to FINZ editor Ron Melville for forwarding the article.

From the time I took possession, it has been all work and going by the book as I sought to do as near perfect a job as I could. This included a complete disassembly of the car, body off the frame, stripping of all old paint, rewiring, rebuilding the power train and rechroming. The most difficult aspect of the project was the fact that much of the car was previously disassembled with parts scattered throughout various boxes in an unmarked haphazard fashion. The task was much the same as assembling a large jigsaw puzzle, with a few of the pieces missing. Several of the chrome pieces around the vent windows and in the top irons had to be custom made. I was invaluablely helped in this task by body and shop manuals, pictures taken at the 1984 Grand National Meet in Detroit and most of all by a remarkably complete 37 LaSalle parts car.

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The entire project, including the many coats of lacquer paint, was essentially a father and son venture with technical assistance from Kinsman Carriage Shop of Buffalo, NY, plus information and parts obtained from the Cadillac-LaSalle Club *Self-Starter*.

The 37 LaSalle is a deep maroon with tan leather interior and tan canvas top. As for options, it is equipped with a working radio, clock and deluxe banjo steering wheel. My initial drives with the car produced the frequently reported problems of overheating as well as difficult starting when hot. The solution, in my case, was to have the radiator recored and the starter totally rebuilt. The temperature gauge has not approached the hot zone since — even at long idles. On the interstate, the flathead V-8 will effortlessly cruise at 50-60 MPH, drawing stares and crowds wherever we travel.

The 1937 model LaSalle series represented notable milestones such as: Being designated the official pace car of the Indy 500; last year of the bi-fold opening hood and the last year of the floor mounted stick shift.

Other standard features of that era were: Rumble seat, running boards with radio antennas mounted beneath, trumpet horns, 16 inch tires and manually operated convertible top.



MYSTERY CAR

by Caroline Steinfeld

Welcome to the newest feature of the DVRCCA newsletter - **Mystery Car**! Do you have a car you'd like to identify, maybe from an old family photo? Send a picture: to cawoodbury3@verizon.net, and let our knowledgeable club members take a whack at it.

This issue's mystery cars are courtesy of me, Caroline, your friendly DVRCCA webmaster and newsletter editor. I was sorting through a box of old family photos when I ran across this adorable vintage photo of a father changing a tire while his young child watches. The only thing I know about the photo is that it was taken in the Pittsburgh, PA area in 1946.

Do you recognize the model of either or both cars? Can you identify them? Please send an email with subject line "Mystery Car" to webdesignbycaroline@gmail.com. If we get a successful ID, we'll let you know in the next issue's Mystery Car column. Thanks for your help!



The back of the photo is dated Dec. 17, 1946. The line at the top of both license plates reads 1946 PENNA.

Photos used with permission.



1929 PACKARD FROM THE KNIGHT FAMILY

by Andrew Rosen

On September 29th, 1929, Mr. John E. Knight took delivery of his new Packard at the Earl C. Antoney Dealership in Oakland, CA. A brand new 640 Sport Phaeton in Packard blue and black with a red interior and rear-mount spare. Can you imagine driving a Packard like that home for the first time? The Knights were a very prominent family in Willows, CA and owners of a very large dairy farm in the San Fernando Valley. Mr. Knight was 54 years old in 1929 when he made the 134-mile trip home on the primitive roads of the late twenties. According to the family and historical records, Mr. Knight used the Packard until late 1941, when he purchased a new 1942 DeSoto that was right-hand drive and destined for England but was never shipped due to WWII.

The Packard was kept in the Dairy barn and used by his three sons during the war. Mr. Knight passed in 1943, and after the war it was mainly used by his son George, who it is said used to put the Packard on the lawn at Christmastime in the 1950s wrapped in Christmas lights. Then the car was stored in a chicken coop for many years. George Knight put the car up for sale in 1965, when it was sold to Bill Harrah.

After his mom, Mrs. Edna Knight, passed, she said he never wanted to see the Packard sold. George sold the 640 to Bill Harrah, chicken poop and all, and in 1965 it became part of his immense collection. With over fifteen hundred cars in his collection, he sold the car in 1968 to Arther Rippey and his Rippey's Veteran Car Museum in Denver Colorado, where it was treated to a two-year restoration, which was completed in 1970. In a full-page ad in *Cars & Parts Magazine*, October 1970 (first time I went to Hershey at 18 years old), the 640 Phaeton was advertised in the ad as **"A new old Packard is born."** In February of 1969, we bid in at auction at Harrah's collection on this 1929 Packard model 640 Sport Phaeton. When the vehicle arrived in Denver, so much work had to be done that twice as restoration crept along we offered it for sale. But museum manager Al Buchanan never lost faith. For 20 years a Packard specialist — first as a mechanic, then as shop foreman, then as Packard field representative and finally as service manager at a dealership — he learned most of what there is to know about Packard. At last he has completed his work. The



Clockwise from top left: The Packard sitting in Knights barn 1958; Milk bottle from Knight Dairy Farm; The Packard cleaned and photographed at Harrah's (Photos courtesy of Andrew Rosen)

chassis and drive train have been disassembled, the engine taken down to its lowest removable part, the cooling system rebuilt. The body went off to Colorado Springs for metal and woodwork.

Meanwhile, all brightwork was replaced. The Ditzler paint was mixed for us, the authentic Packard blue with red accents which we learned were original. Wide whitewall tires were mounted on the chassis. Two restorers of antique furniture, second generation craftsmen, came to the shop to do the instrument panel refinishing. Finally, the red leather hides we had tanned to order were sent out to a body trim shop for installation. Biscuit-colored top and side curtains were remade. And today we offer for sale, after nearly two years, the finest Packard restoration that Al Buchanan has ever completed in this 25 years of work for us. \$17,800. Quite the ad, eh!

A gentleman in Denver, CO could not resist that ad and had to have it. He enjoyed it for almost twenty years. It then was sold and went through six more owners. Then after a trade and some cash, it came into the caretakership of yours truly. Needless to say, it needs a facelift and elbow grease to be a great tour car again...



VENDORS

BORLA^{EAST}

*Custom Stainless Steel Exhaust Systems
for Antique and Classic Cars*

STEPHEN BABINSKY
Borlaeast@aol.com

1050 Route 22 West • Lebanon, NJ 08833
Tel: 908-236-2820 • Fax: 908-236-0077



David J. Prueitt
8 Winter Ave.
Glen Rock, PA 17327
P: 1-800-766-0035
C: 717-818-2997

www.alprueittandsons@verizon.net

Driving Passion For Excellence

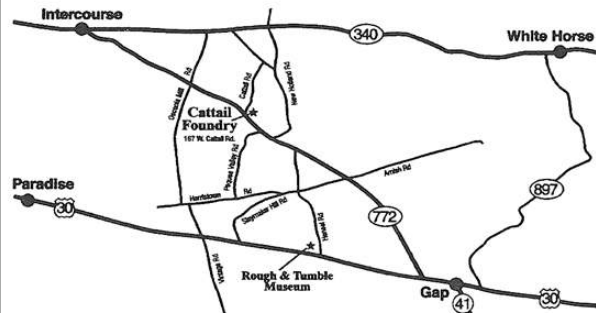


CATTAIL FOUNDRY

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The Ultimate Destination for Classic & Specialty Cars

Welcome to Classic Auto Mall

Classic Auto Mall has over 650 vehicles offered for sale and 400 barn finds on display. We love having guests experience our facility, but please remember that these are expensive automobiles, and we ask that all of the members in your group be respectful of them. Please follow these guidelines while enjoying your time here:

- Please do not touch the vehicles. If you need help, please let one of our staff know, we will be glad to assist you.
- Please do not allow children to touch or climb on the vehicles or run in the building. The floors can be slick, and falls can happen.
- Keep children with you at all times. There are moving vehicles and machinery that can be dangerous.
- Service animals only - no pets or other animals allowed.

Classic Auto Mall does not charge an admission fee, we just ask for your name, phone number, and email address to send you our monthly e-mail newsletter. If you need to contact us or report something, call us at (610) 901-3804.

ClassicAutoMall.com



CONSIGNMENTS INVITED

Classic Auto Mall

Fast Facts

- **January 2018** Classic Auto Mall Opened
- **One of the largest Classic Car facilities** in the world
- **336,000 sq. ft.** Climate Controlled, Secure, Indoor Showroom - **8 Acres Under One Roof!**
- **40-Acre Property** with **1,500 ft. of Frontage** Conveniently Located on the Pennsylvania Turnpike
- **Connected to a 188 room Holiday Inn**
- **28-Acres** Paved, Lined, and Lighted Parking Lot

Hours of Operation

Monday • Tuesday • Thursday • Friday 9:00 AM - 5:00 PM
Wednesday 9:00 AM - 8:00 PM; Saturday 9 AM - Noon
Sunday Closed



CLASSIC AUTO MALL
podcast

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