



It's all about the ride.

DIRECTOR'S MESSAGE

It's June, and Summer is in full swing. There are plenty of car shows along the barrier islands in South Jersey in the summertime. From Ocean City on June 23rd to Cape May on September 7th, they attract hundreds of cars and thousands of people.

One show that is a must see in South Jersey is the Gentilini Brothers Car Show in Woodbine, NJ. They register over 500 cars and attract 10,000 spectators. They have two radio stations playing music at each dealership. They serve free hot dogs and soda all day long and give out free tee-shirts and trophies to the registrants. It is their annual appreciation day for all the local people and their customers. There were 6 Classic cars at this event. I actually signed one up with the CCCA and the DVR.

Another great show is the AACA educational event at the Egg Harbor Township Middle School on June 7th. It attracts about 100 cars that are in the school parking lot from 9:00 am until 1:00 pm. Several classes are escorted out each hour with their teachers and they ask all kinds of questions about the cars. Many of the questions are directed toward safety features and innovation of the different makes and models through the years. It's a great interactive experience for the kids and car owners. These kids are the future stewards of our cars.

The DVR has scheduled our next event, which is an open house at Andrew Rosen's Rosedale Memorial Park on September 14th. We require a \$10.00 pre-paid admission fee before September 1st. There is an application for this event in this newsletter. Please fill it out and return it as soon as you can. Because of parking space we are limiting this event to 50 cars. If you didn't make the Octoraro Creek Tour, you don't know the food you missed. I can assure you, no one left hungry.

Our neighbors at the Metro Region are having their Grand Classic at Jack's Barn in Oxford on June 28 and 29th. It's getting a little late, but if you call the Glucks they might be able to squeeze you in.

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UPCOMING EVENTS

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

Metro Region Grand Classic

June 28-29, 2024 at Jack's Old Barn, Oxford, NJ

Open House

September 14, 2024 at Andrew Rosen's Memorial Park. Registration Form on p. 9.

DVR 70th Anniversary Party

November 9, 2024 at the Pennsauken Country Club

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

We also have our 70th Anniversary Celebration scheduled on Saturday November 9th from 12:00 noon until 3 pm at the Pennsauken Country Club. This event requires a jacket and tie, and we'll have more details in the next newsletter.

So bring out your big classics and strut your stuff. Please sign up for Andrew's Open House, and we hope to see you there for another great DVR celebration. Life is a journey and it's all about the ride.

Robert Praetorius,
Director

JAY LENO COMES TO SOUTH JERSEY

by Robert Praetorius

Many of the DVR members may not know that my father owned a junkyard in the Catskill Mountains for almost 50 years. It was called "Reds Auto Parts" and it was located in Saugerties, NY. The yard contained over 2,500 cars, about 90 big classics, and one 1922 Duesenberg Model A roadster.

In the early 1990s I was chasing parts for my father's 1929 Auburn model 8-120 Speedster. Before the Internet, we had to hunt down rare parts by word of mouth and many times from second hand stories which were unreliable but had to be played out to find out.

One story led me to Frank Heiss in Woodbury, NJ. He restored Duesenbergs, and he had several buildings full of cars and parts. There were also dozens of parts cars scattered around the property outside. Anyone who has had dealings with Frank knows he's one tough customer to deal with. Everything he has is gold, everything you have is junk. Any horse trading with Frank and you were lucky to leave with your pants on.

I shared some pictures of the big classics from my father's collection, and he was noticeably impressed. About halfway through the pictures, he stopped at the Duesenberg picture and



Photo courtesy of Robert Praetorius

said, "Where did your father get that car?" I told him he bought it from some farmer down in southern Pennsylvania. He said my father stole that car. I told Frank that he did not steal the car, he probably paid the farmer a few dollars more than what he had offered him. Frank demanded my father's phone number and I decided to leave before this conversation went any further south than it already had. They talked through the issue and actually became friends.

A month later, my father got a call from Randy Ema in California, and he wanted to know who Randy was? I told him he had a reputable restoration shop and he specialized in Duesenbergs. I assured him he was honest and trustworthy. So Randy showed up a few weeks later with another gentleman in coveralls, and they met with my father to see his Duesenberg, which was not for sale. So nothing came from the meeting, and they left.

My father passed away in October 1999. During the funeral I met a car guy who says that Jay Leno was in your father's junk yard with Randy Ema. I started laughing at him and he asks, "What's so funny?"

I explain to him that my father was a bit of recluse and he didn't have a TV. Besides, we lived in the mountains and there wasn't any cable or any TV reception from antennas. So my father would not have known who Jay Leno was. Second he wouldn't have cared about a TV celebrity. If the person was knowledgeable about cars and trustworthy and personable, my father might let him onto the property. If he wasn't, he would throw him off the property. That's the way it was back in the mountains back in the day.

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Several years later, I ran into Randy at Hershey and I asked him about the Jay Leno story. Randy said he was not in the junkyard and didn't say much more on the subject. So now I'm confused. Was the man at the funeral incorrect? Or was Randy trying to cover for Jay? The story didn't make sense.

Twenty five years later I run into a gentleman that had the name and number of Jay's personal secretary. I explained my dilemma and asked her for her help. She set my wife and me up with tickets to the Jay Leno Show at Caesars Casino in Atlantic City on June 7th. She also gave us backstage passes.

Jay Leno is a class act. He did a two hour stand-up comedy show with a bottle of water in one hand and the microphone in the other. There weren't any crib

sheets. There wasn't any profanity used, but many innuendos. He takes day-to-day experiences and makes you belly laugh for two straight hours. After the show, we went backstage to meet him, and we had a great time. He's a down-to-earth regular guy and is a true first class gentlemen.

I asked him about the junkyard story, and he regretfully admitted that it was not him in the junkyard. At that time he was still doing the tonight show and wasn't able to go out on car hunts. Believe me, he wished he could have gone. Everyone loves to walk an old junkyard and see all the potential cars rusting away. I am forever grateful to Jay for meeting with us and sharing the truth. I feel a sense of closure and relief that I got my answer. A 25 year mystery solved.



TECH TALK: **AUTOMOBILE DIFFERENTIAL RATIOS** by Robert Praetorius

This article is about automobile differential ratios. Cars manufactured between 1915 and 1948 rarely went over 35 mph. During this period, differential ratios ranged between 4.75:1 all the way up to 5.25:1. These ratios were geared for low speeds over rough, unpaved roads and pulling tree stumps.

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A differential upgrade recently performed on Robert Praetorius' 1929 Stutz Model M R/S Coupe

All photos courtesy of Robert Praetorius and use with permission

If your car is between the years 1928 and 1948, you may want to upgrade your differential ratio to about 3.75:1. This will give your car greater ability to travel at 60-65 mph at about 2,200 rpm depending on rim and tire size that you're running. Before performing this upgrade, you need to insure your car has good brakes, good tires and good suspension to handle the increased speeds. Radial tires are a big improvement to help achieve these goals, and we'll talk about them at a later date.

To complete this task on your own, you'll need the following:

- 1) A well stocked garage with floor jacks or a lift.
- 2) New ring and pinion with the upgraded ratio. A spare differential is nice to have to shorten replacement cycle time.
- 3) All new bearings and seals for the differential and rear axles.
- 4) Proper wheel puller for taper lock hubs and extra heat to persuade them to come off.
- 5) Maintenance or service manual for your particular marque.
- 6) A skilled mechanic in differential removal and replacement.
- 7) An automotive machinist that is skilled at installing new gears and setting gear lash.

Any deficiencies in the above list can lead to disastrous results. For this upgrade and any automotive repair to be successful, it's imperative to do the job right the first time. If you have any doubts, stop and figure it out. Two heads are better than one, and an organized team can move mountains. If you don't have all these resources, then solicit the help of a professional restoration shop with a good reputation.

I have story of what can go wrong if this task is not done correctly. Back in my late teenage years, I decided I wanted to do some drag racing with my 1961 Corvette. Up until this point, I had some local success drag racing on Friday and Saturday nights on a remote straightaway in the middle of nowhere in the

*Out with the old
worm gear ...*

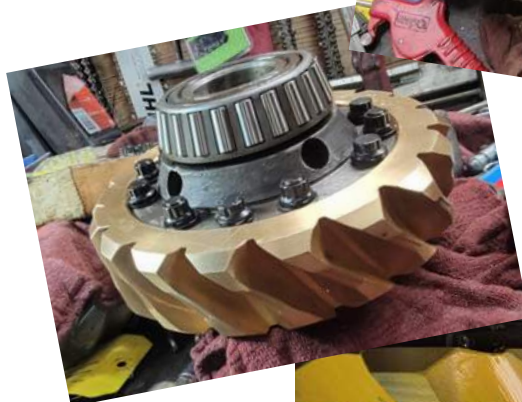


Catskill Mountains with some of the local car kids. I wanted to get better launches and quicker quarter-mile times, so I decided to upgrade my differential ratio from a 3.71:1 to a 4.11:1 positive traction rear end. Since I knew everything about cars when I was a teenager, I removed my differential and mounted my own ring and pinion and did everything by the book, or at least so I thought. After several test runs, I was now ready for the track. So I drove up to Lebanon Valley Speedway in Upstate NY on an open class weekend to strut my stuff. After several hours of waiting, I finally got my chance to race. When the staging light turned green I launched my car at about 3,800 rpm. The rear end immediately blew up and the car lurched forward and then came to an abrupt stop.

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... and in with the new!



Not only was I embarrassed, but the disintegrating pinion gear broke through the differential casing and dropped all the oil on the track. Needless to say the track personnel were not impressed either. This was pretty much the end of my professional racing career. I learned quickly that drag racing was an expensive sport I couldn't afford. So I decided to play football instead.

The photos accompanying this issue's Tech Talk show a differential upgrade recently performed on my 1929 Stutz Model M R/S Coupe.

Once this job has been performed successfully, you'll be speeding down the road with exuberance and pride. You'll now be utilizing the lower end torque that your engine was designed for, and you'll get better gas mileage and be able to obtain faster speeds to stay with highway traffic. Also, by running at highway speeds at lower rpms, you allow your engine to cool better because the engine coolant will not be circulating too fast. That allows more time for the coolant to cool when passing through the radiator. Most of these cars did not have thermostats back then. All these benefits will codify and reward your hard work and your new ride. Enjoy.



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.

We need "Mystery Cars"! Do you have an unknown car, maybe from an old family photo, that you can't

identify? Send picture to cawoodbury3@verizon.net, and let our knowledgeable club members take a whack at it! Find this issue's Mystery Car on p. 7.

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!



THE OCTORARO CREEK RIVER TOUR

by Jeff Hery

Despite the inclement weather on May 18, 2024, the stalwart members of the DVRCCCA proceeded with their covered bridge tour. Andrew Rosen's immaculate 1929 Packard phaeton sported large puddles of water on its canvas top, and Bud Coleman bravely brought his 1930s LaSalle and Cadillac to see if they would qualify as amphi-cars. The gathering consisted of 25 intrepid aqua guys and gals, and after a 10-mile tour along the scenic Octoraro Waterway with a photo shot on the covered bridge (out of the rain). The tour ended at Jeff Hery's home, where his chef son, Chris, served a feast of homemade food. Chris even got a 70th Anniversary cake made with our DVR logo on it. The pillared drive to Jeff's home displayed a banner celebrating the club's 70th anniversary. The weather was unfortunate, however the camaraderie and memories made the effort worthwhile.



above, (top to bottom) The welcome banner; Chris Hery's feast; the 70th Anniversary cake; the sign-in table. (left) Photo op at the covered bridge. Photos, courtesy of Jeff Hery, continue on next page

OCTORARO TOUR PHOTOS, CONTINUED

Photos on the bridge; Robert Praetorius with Andrew Rosen's car.



MYSTERY CAR

by Caroline Steinfeld

This issue's mystery car is a vintage limo. The back of the photo reads: *"Harry, Here are the Old Man and his Lady at Pinehurst, NC last February at the Good Old Summer time there. Oh boy. Albert"*

Can you ID it? Please send an email with subject "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! Meanwhile, last issue's car remains a UDO (Unidentified Driving Object).



Photo used with permission.

MUSEUM MUSINGS: A GREAT "EXPERIENCE"!

by Thym Smith



Photo used with permission.

The CCCA Museum held its annual "Experience" at the Museum on May 31st thru June 1st. The weekend was beautiful, and a wonderful time was had by all.

40 Cars were in attendance, including 9 very fine Duesenbergs. They were joined by beautiful Packards, Auburns, Cord and Cadillac. An unusual Invicta and a 1935 SS One Airline graced the field during the Show and Judging.

The SS One Airline won best of show. There several "First Timers" in attendance, including CCCA Board Members Natalie Charlton and Grant Widmer and Dan Gernatt's grandson.

You will be reading and seeing more in detail about the beautiful weekend in an upcoming issue of the CCCA Magazine.



IN MEMORY OF JERRY GILLESPIE

by Robert Praetorius

I regret to report that Jerry Gillespie passed away on 6/11/24. He was 101 years old. Jerry was the last of 5 sons that all fought in WWII. Each of his brothers enlisted in a different branch of military service so the government wouldn't notice and send some of them home.

Jerry enlisted in the Air Force on his 18th birthday, May 11, 1944. He was sent to Normandy that summer as an Air Traffic Controller for the temporary air strips as the U.S. forces marched towards Germany.

When Jerry returned from the war, he started a cement business in Vineland, NJ, which is run by his son to this day. Jerry's greatest passion was his Classic Car collection, in which he had up to a dozen at one time. His favorite marques were Packard and Stutz; he had one of each at the time of his passing.



On the day that this picture was taken, Jerry (age 96) and I had driven all over Cumberland county for hours. We went out on Route 55 and ran the Stutz up to 90 mph. When we got back to his house, he said it was one of the best days of his life.

I'm not sure how many of our members have ever read Tom Brokaw's book "America's Greatest Generation," but if you haven't, you should. That book pretty much sums up what Jerry was all about. He will be sadly missed.



OPEN HOUSE AT ANDREW ROSEN'S ROSEDALE MEMORIAL PARK, SEPTEMBER 14, 2024

Pre-paid admission (\$10.00) must be received by
September 1st!

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

ROSEDALE MEMORIAL PARK OPEN HOUSE: REGISTRATION FORM

September 14, 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: _____

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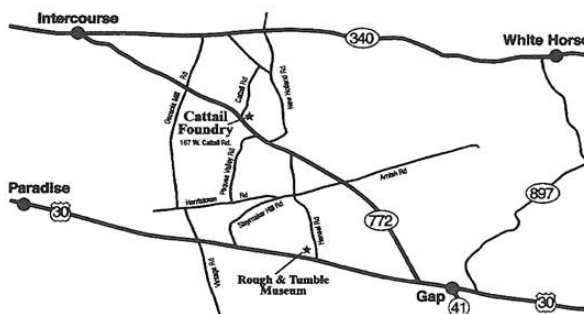


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Welcome to Classic Auto Mall

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



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Classic Auto Mall

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- **January 2018** Classic Auto Mall Opened
- **One of the largest Classic Car facilities** in the world
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- **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



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