



It's all about the ride.

DIRECTOR'S MESSAGE

Summer is officially over, and the fall weather is beautiful! The temperature and the humidity have finally dropped. Even with the cooler weather, there is always a car show somewhere in South Jersey. They keep tourists visiting the shore towns even when the peak beach season has passed. And why not? The Gulf stream keeps the water temperature warm, and you can still go swimming in October.

Andrew's Open house was a big success this year! We had about 40 people in attendance. He has a massive collection with many cars in various stages of restoration. There's always something to see and learn. The people that came certainly had a great time. Check out the highlight photos on page 2.

The DVR has been around for 70 years now, can you believe it? This year's Fall Banquet will be our 70th anniversary and annual meeting at Marco's at the Pennsauken Country Club on November 9th from Noon until 4:00 pm. There will be a live band and an auction featuring automotive artwork. Cocktails, dinner, entertainment, and cars - what's not to love? You'll find a registration form on page 9 of this newsletter. Please print and send us your confirmation by mail. We'll need to receive it by November 9th so you don't miss out on the fun! We really hope you can make it and share in the camaraderie and celebration of a great car year.

Robert Praetorius,
Director

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UPCOMING EVENTS

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

DVR 70th Anniversary Party

November 9, 2024 at the Pennsauken Country Club - registration form on p. 9

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

Do you have photos from a car show or other event that you'd like to share? We welcome your articles and photos! This is your newsletter, and it's built on content contributed by our members. Do you have a personal car story, an event you would like included in our calendar, a service to advertise, or anything else you'd like to share with your fellow car enthusiasts? Please submit it to Cliff Woodbury by email at cawoodbury3@verizon.net.

RECAP OF THE ROSEDALE MEMORIAL PARK OPEN HOUSE, SEPTEMBER 14, 2024

Andrew Rosen had an open house at Rosedale Memorial Park, his cemetery in Bensalem, PA, on September 14th. About 40 members showed up, and the weather was perfect. Thanks to all who attended and made the event a success! Here are some photo highlights from the day. If you didn't make it, you missed a really good time!

Andrew has a large collection of mostly Packards - from well preserved correct originals to fully restored ones, as well as some in various stages of restoration. He acquired his first Packard when he was only 16 years old. His shop teacher was a Packard guy, and he took a liking to Andrew. He actually gave him a 1948 Super Eight Packard sedanette. Andrew's parents weren't happy, as most parents aren't. Even though he didn't have his license yet, he did make some midnight cruises when his parents weren't home. Andrew never forgot his eighth grade shop teacher. He would take him for rides in his later years when he could no longer drive. It always put a smile on his face.

One of Andrew's cars is a 1932 Auburn Speedster Race Car. It was specially built for the T.R.O.G. (The Race of Gentlemen) event held in Wildwood NJ for three days in October every year. Race criteria is the car must be 1935 or older and the engine must be 1953 or older. Pre-war motorcycles are included. The track is only 1/8th mile long, so cars can't go too fast. Even at these speeds, insurance is becoming a big problem. It's a predominantly a Ford flathead event, but there are a few classics strewn in the mix. There are also surf boards and bonfires on the beach at night. This is how auto racing got its start before roadways were made. Beaches were the only place with flat packed surfaces. The only requirement was it had to be low tide. If you haven't been there, you need to add this event to your bucket list.

Here are some photo highlights from the Open House. Photos courtesy of Andrew Rosen and Richard Taylor.



Top: Andrew's 1933 Auburn Speedster Race Car

Middle: Howard Schaevitz's 1936 Packard V-12 Phaeton

Bottom: Andrew's 1929 Packard Touring Car



photos continue on next page >

MORE PHOTOS FROM THE ROSEDALE MEMORIAL PARK OPEN HOUSE

Photos courtesy of Andrew Rosen



Top left:: Richard Taylor's 1947 Cadillac Series 75 Limousine

Top right: Rich Taylor's 1947 Cadillac 75 series Limousine on route to Andrew's house



Left: Andrew Rosen and Rich Taylor diagnosing a sickly Packard sedan

GOT PHOTOS?

We welcome articles and photos from our members! When you contribute photos, please send us the sharpest, highest-quality version of your image. A certain amount of editing is possible, but there's no substitute for high-quality source imagery.

PORTRAIT OF A FAMILY CAR

Our editor, who is also an artist, wanted to share with you a painting she did of a car she grew up with. Though it's later than the usual "classic," she remembers it fondly and thought you classic car lovers would appreciate it too - her dad's 1967 Barracuda convertible. It was a V8 273 cu in (4.5L) engine with a limited slip differential and optional shoulder belts. (Safety first!) The painting was done after a photo of the car taken in the early 1970s on Daytona Beach, FL. In need of repairs, the car was sold in 1990 to someone with plans to restore it. Sharp-eyed members may recognize the car from the Club News button on the DVRCCA website.



Barracuda on the Beach, digital, © Caroline Steinfeld, 2024.



CMS 2024

TECH TALK: RADIAL TIRES

by Robert Praetorius

This article is about radial tires. If the Classic Car Club is about rolling artwork, then 50 percent of our hobby should be focused on rolling.

Radial tires appeared in the US market in 1965 by BF Goodrich. The first US production car equipped with radials was the 1970 Lincoln Continental. We started seeing radial tires on muscle cars around 1973. The BF Goodrich T/A radial was light years ahead of the bias ply tires in safety, handling, and performance.

The approved cars for the CCCA did not have radial tires on them when they were new. However, if you want to drive your classic car on today's highways at highway speeds and really have some fun, you really need radial tires to make them safer.

My 1933 Stutz Bearcat has 18 inch drop center rims, which is an easy upgrade with radial tires. This rim has forged wire spokes, and even after we powder coated the rims they still leaked air around the spokes. We used Eternabond part number EV-RBO20-50R and wrapped it over the spoke ends, and it sealed the air

leaks. This product eliminated the need for tube liners and tubes. This becomes a huge advantage when balancing the final assembly on the hub.

I also recommend using the old Hunter Tire Balancing system, which is becoming quite rare. This balancer spins the tire with the hub and brake drum on the axle while mounted on the car. This is the best way to balance your tire for high speed driving.

You can use yellow chalk to mark the high spots on the sides and top of the tire as it's spinning. Stop the wheel and correct it with shims behind the lug studs and weights on the lips of the rim. This procedure can be time consuming; however, it is the best way to balance your tires while they're on your car, and it eliminates any vibration at high speeds when done correctly.

The 1929 Stutz has split rims with lock rings, and this will be much more difficult to mount radial tires on. The first thing to do is to make sure your wire wheels are in good original shape and must be trued up as best as they can be. There are motorcycle shops locally that can perform this function. Dayton Wire Wheel Service



George Holman's 1929 Black Hawk Special

continued on next page >

in Ohio is the best in the business. They are worth every penny they may charge you to fix your wire wheels.

The 29 Stutz cars were produced with 20" wire wheels with a 3.5" width rim. I was able to locate 6 wheels from a 1931-32 Stutz car, which the wire wheels are only 18" high and 4.5" wide. These smaller wheels with wider rims enabled us to use a 245/75R18 radial tire, a newer tire with a lower profile. This adds much more road surface contact for better cornering and handling.

We did the same balancing procedure with the old Hunter Tire Balancing machine and used a lot more weights because of the added weight of the tire liners and tubes. After all this work, we turned this old

jalopy into a modern-day touring car. The superior ride and cornering performance just codify the whole driving experience.

If anyone would like to experience this radial tire upgrade firsthand, you are welcome to contact me and come to South Jersey and see for yourself what radials feel like on the big classics. You will be impressed, I guarantee it!

On page 2 is a picture of George Holman's 1929 Black Hawk Special race car. He is running 19" x 3.5" wire wheels with Buffalo style Hubs and Spinners. The tire is Excelsior Bias Look Sport Radial tire size 700R19. He was clocked at 108 mph at the 2022 Lemans Historic Race Car Event in France. Not too bad for a 322 CID engine in a 4,000 pound car.



HOW TO INSTALL A PAIR OF TRIPPE SAFETY LIGHTS

Vintage Instructions and images courtesy of Jack Hotz

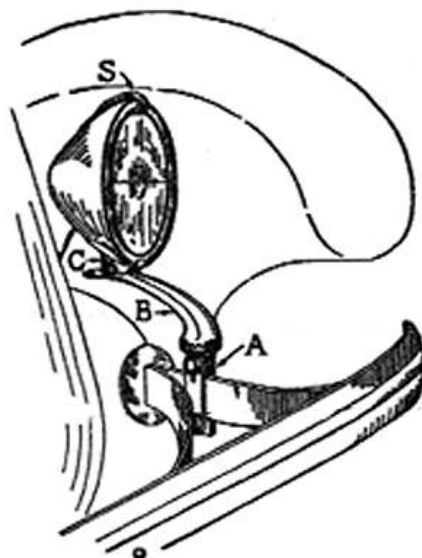
Mounting

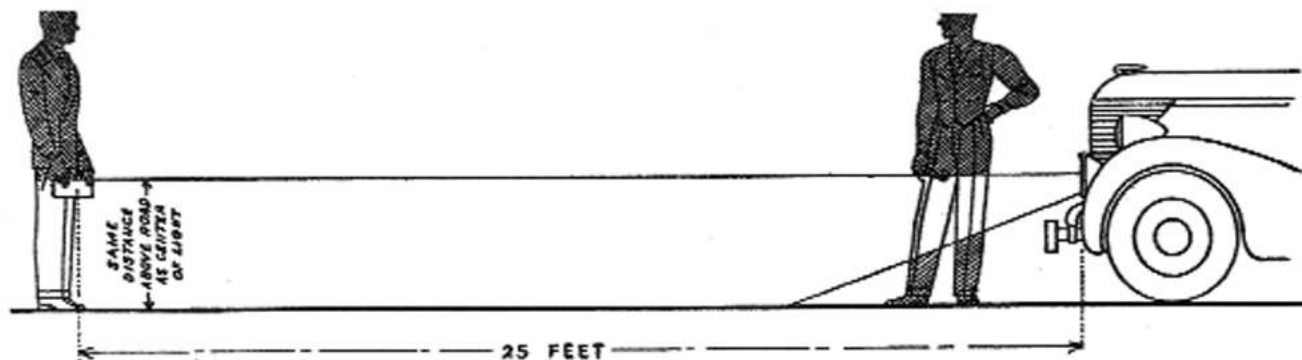
1. Clamp bracket assembly A over supporting arm of bumper.
2. Attach toothed end of arm B to toothed bracket A.
3. Attach ball end of arm B to socket on base of light.
4. Adjust fittings so lights are well back out of danger from minor traffic bumps.

Wiring

1. Run cable from each light through radiator grille, along each side of radiator core, and through some convenient opening in dashboard.
2. Bring cable ends together at desired switch location and twist securely to short wire F on switch, solder if possible, and tape.
3. Connect wire T of switch to terminal on main vehicle switch block which holds tail light wires.
4. Connect wire P of switch to battery lead wire at main switch block (ahead of fuse and ammeter).
5. Clamp switch to lower edge of instrument panel. Surplus cable can be taped into a coil.
6. Check all electrical connections.

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Aiming

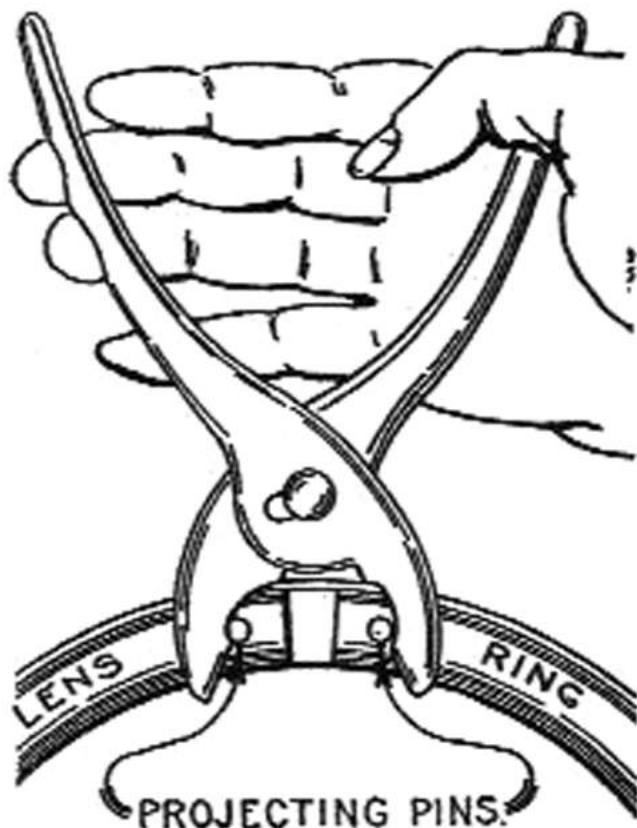
1. Drive car on a level surface such as a hydraulic grease rack or brake testing machine. If car has two seats and usually carries more than two passengers, have one person in back seat.
2. Aim right Trippe light straight ahead and with level bubble exactly centered between etched lines.
3. Aim left Trippe light so the beam angles

slightly to right and inclined slightly downward so level bubble is just a trifle behind it's centered position.

Final Check on Aiming

This is most important. It may be quite possible that the surface on which your car rested when the light was aimed was not level.

1. Stop car on level stretch of concrete. Have your assistant put a white envelope against his trouser leg, top of which is the same height from the ground as the cross bar in the center of the light.
2. Have assistant back away about 25 feet.
3. Top edge of right light beam should not rise higher than the top edge of the envelope held by your assistant, as shown.
4. Top edge of left light beam should not rise higher than the bottom edge of the envelope.
5. Beam of right light should go straight down the road, while beam of left light should angle very slightly to the right.



Lamp Replacement

1. Remove screw from spirit level ornament and remove ornament.
2. Straddle pins on lens ring with pliers; contract ring, and then remove ring and lens.
3. Insert bulb and hold lens with flutes vertical over the light and note whether top of beam is straight across the top and sharply cut off.
4. Remove bulb, give it a half turn, and re-insert.

continued on next page >

Hold lens over light same way as before and note beam. whichever bulb position gives sharpest and straightest cut-off of top of beam is the correct one to use.

5. Hold lens centrally against reflector gasket, being sure that the flutes are vertical. Force lens ring in against lens and behind retaining clip which curves up from bottom of light.

6. Force in the remainder of the lens ring by compressing it with palms of both hands. Be sure lens is centered.

7. Replace ornament and screw.

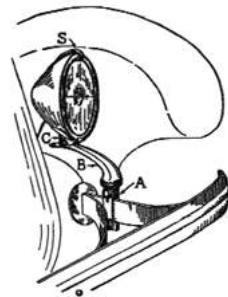
Use Trippe Precision Bulbs Only for Replacement
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Don't Forget Your Trippe Wrench - Keep It Handy



How to Install a Pair of Trippe Safety Lights



Mounting

1. Clamp bracket assembly A over supporting arm of bumper.
2. Attach toothed end of arm B to toothed bracket A.
3. Attach ball end of arm B to socket on base of light.
4. Adjust fittings so lights are well back out of danger from minor traffic bumps.



Wiring

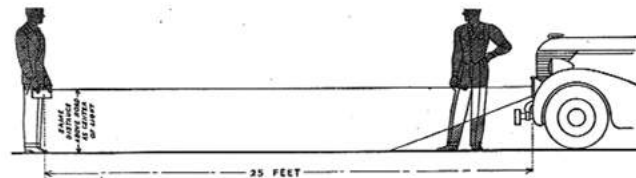
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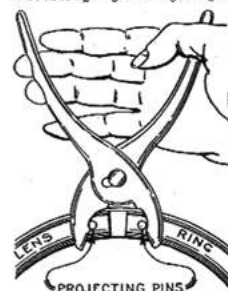
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Don't Forget Your Trippe Wrench - Keep It Handy

LETTERS FROM OUR MEMBERS

July 10, 2024

Re: Franklin Heiss

Dear Bob:

Your most recent publication was of great interest to me, particularly your reference to Franklin Heiss. He owned and operated for many years Franklin Auto Body in West Deptford Township and was a client of ours for many, many years. During the course of those years I had several automobiles repaired by him, but most interesting of all was his specialty in the field of Duesenberg automobiles. He rebuilt several of them, sold all but one until his death at which time the last one was sold. He oftentimes would buy parts here

there and everywhere for Duesenbergs and finally made several frames to support Duesenbergs. He had previously acquired the motors, transmissions, rears, brakes etc. He then designed and had built (not by his hand) the bodies. I drove one of them and it course it drove like an enormous truck. It became so well known in Duesenberg field that Jay Leno, referred to in your article, at his expense, brought Franklin Heiss out to work on his Duesenberg or Duesenbergs he may have had more than one. Each time that Frank went out to California to visit with Jay Leno I received the whole report. We were good friends, Masonic brothers together and clients for many, many years. He will sorely be missed. I thought it appropriate to send along this memo that you might publish it in hopes that other people in our organization remember Frank as I remember him very fondly.

continued on next page >

LETTERS FROM OUR MEMBERS (CONTINUED)

Your magazine is great. I have a 1941 Packard LeBaron Sport Brougham and have had it for many years and thoroughly enjoy the occasional ride in it. There are automobiles out there that truly ought to be preserved. The LeBaron is one of them since it was a custom built Packard. There were one hundred of them ordered as I'm told and 99 actually were delivered. What happened to the 100th one I don't know. For some years there has been a suborganization with the names and addresses of everyone owning a LeBaron Sport Brougham. I'm told no two are ever alike as each one was custom ordered. Mine came from the usual address in Los Angeles as he sold a majority of them. I also had a chance to drive one in North Jersey when he

was living by the name of Wolf who had an almost new looking LeBaron. He also I believe had air conditioning in his. It was available, at an extra cost of course. My LeBaron has power windows, overdrive, and the usual accoutrements. No fender wells and no air conditioning but just about everything else you could put on a car in that vintage. Please keep up the good work as these cars will never be popular of in great demand as the people who want them are dwindling.

Kind Regards,

Cresse and Carr
Warren H. Carr, Esq



HADDONFIELD CAR SHOW

by Jack Hotz

On Saturday, September 14th, the Ankokas Region of the AACA (www.ankokas.com) held their 34th annual car show on The Kings Highway in historic downtown Haddonfield, NJ. Of the 125 or so cars at the show, it was no surprise that very few Classic Cars would be in attendance. The 1932 Hupmobile was the big hit of the show, being the original Chicago Auto Show car from 1932. Other Classics registered were a 1937 Packard convertible sedan and a 1937 LaSalle coupe, both of which received prizes as they were judged. Robert Praetorius' 1933 Stutz Bearcat was also present but was listed as 'Do Not Judge.' Roberts' friend from Cherry Hill, NJ, also brought a Classic Auburn. I think it was a 1935 two passenger coupe that I was told was a custom-bodied car; a very nice car indeed! With such a good turnout, there were hordes of spectators looking at the cars and shopping the various venues, patronizing the restaurants, and enjoying refreshment at one of the coffee shops with al fresco dining available. A great time was had by all. If possible, you should plan on coming to Haddonfield next year for the cars or anytime for the experience.



*1937 LaSalle
coupe*



*Robert Praetorius'
1933 Stutz
Bearcat*



Photos courtesy of Jack Hotz

DUESENBERG SPEEDSTER MODEL X AND THE ALLERGIST

by Jeff Hery

In around 1985 I acquired allergies after working in a historic building in my community. Little did I know this would lead me to meeting the owner of a Duesenberg Speedster.

In my allergist's office was a calendar of 12 antique cars, which he told me a college classmate sent each year to showcase his year's restoration projects. He told me his friend was taking a Duesenberg to the Auburn festival, and I stated my father and I planned going to the festival this year also. He gave me his friend's name and said he would contact him and arrange a meeting.

Around Labor Day of 1999, we met Peter Heydon, who graciously showed us his car, the 1927 Speedster Model X. He went on to win Best of Show, and my father enjoyed himself. Yesterday, nearly 25 years later, I got the annual Auburn Issue of Old Cars Magazine, which featured the 1927 Speedster as its cover story.

The article tells the story of Peter Heydon, my allergist's friend, who completed the restoration and donated the speedster to the Auburn / Duesenberg Museum in Auburn, Indiana.

My Auburn trip of nearly 25 years ago would be the last with my father, as he succumbed to cancer shortly after our Indiana adventure. On receiving the magazine article, I went to my allergist's office to show it to him, only to find he had just expired.

Editor's note: The article featuring the Auburn, "X Marks the Speedster," can be found in Old Cars Magazine, Vol. 53, No. 17, September 1, 2024, www.oldcarsweekly.com.



*Old Cars Magazine, Vol. 53, No. 17,
September 1, 2024, the Annual Auburn Issue.*



DVR FALL BANQUET

The DVR Region of the Classic Car Club of America Invites You To

The DVR Fall Banquet

Saturday, November 9, 2024

*Marco's at Pennsauken Country Club
3800 Haddonfield Road, Pennsauken, NJ 08109*

Cocktails (Cash Bar) Noon-1 p.m.

\$42.00 per person

Live Music Entertainment

Includes Soup, Salad,

Seated Dinner and Program

Entree, Dessert,

1:15 to 4 p.m.

Coffee, Tea, and Sprite

Questions? Tel: 609-231-8347 or Email: rjpraetorius@gmail.com

No reservations taken by phone or email!

RSVP By Tuesday October 29th

FALL BANQUET: REGISTRATION FORM

November 9, 2024

Please make check payable to DVR-CCCA

Amount Enclosed: _____ (\$42 per person)

Meal Selection:

_____ Honeyed Chicken

_____ Filet Champignon

_____ Chicken Florentine

Mail this form with check to Robert Praetorius

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Name: _____

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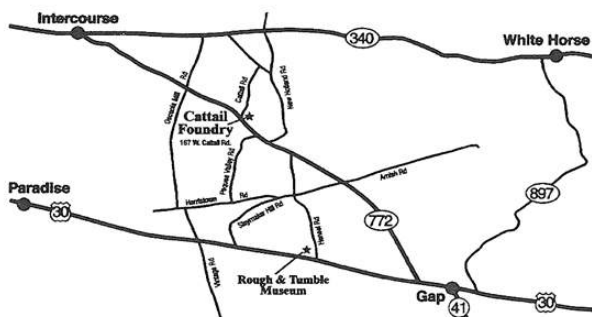


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Classic Auto Mall has over 650 vehicles offered for sale and 400 barn finds on display. We love having guests experience our facility, but please remember that these are expensive automobiles, and we ask that all of the members in your group be respectful 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
- **338,000 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



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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 by email 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 DVRCCCA? Share this newsletter with them!



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