



It's all about the ride.

DIRECTOR'S MESSAGE

It's summertime, and I hope you have your car events planned! The club had one event as this publication hits the press. That was a Packard meet at Andrew's open house. We also just added a fundraiser event at the Willows Mansion in Villanova on June 21st. And finally we have the Lafayette 250th celebration on July 27th. Please review the flyer ads in this newsletter and see if you can fit one of these events in your schedule.

There are two shows in South Jersey that get over 500 cars and are definitely worth the drive. The first one is at the Gentillini Car dealership in Woodbine, NJ on June 7th, and the second is the Ocean City Car show on June 21st. At the end of the O.C. show, the cars do a parade on the Boardwalk. Both of these shows get thousands of people. What I find amazing is how many people have never even heard of a Stutz Bearcat.

In this issue, you'll see a great article contributed by fellow board member Cliff Woodbury when he was a young man making summer vacation trips back and forth from Pennsylvania to Maine when they (the big classics) were still new.

Which brings me to my personal appeal to all of our members. This is a great opportunity for all of us to build the newsletter and use it as a tool to share our knowledge and experiences and to build the camaraderie of the club. Whether you're deep in a restoration project, planning a road trip, or have a great story about one of your cars, we would like to hear about it! I'm sure there are many stories that happened over the years that could have been precarious and we could all laugh about now.

We welcome your input.

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.

Cars Under the Stars Classic Car Show

Saturday, 21 June 2025 (rain date Sunday June 22)

Location: The Willows Mansion, Villanova

250th Anniversary Celebration of Revolutionary War Hero General Marquis de Lafayette

Date: 27 July 2025

Includes a road tour which will be led by Jeff Hery

VFR CLC & DVR Annual meeting and Dinner

Date: September 2025 (date TBD)

Location: Pennsauken Country Club

CLC Club Car Show

Date: 12 October 2025

Location: Peddlers Village, Lahaska, PA

Annual Open House

Date: Friday, 28 November 2025

Location: Newtown Square, PA

All members, please send a list of local events that you are aware of to Robert Praetorius at rjpraetorius@gmail.com so he can compile a list.

CAR-TEFACTS

all photos and information from Smithsonian Institution, Creative Commons License

Ever since cars have existed, they've played a big part in every aspect of life. The Smithsonian Institution, the world's largest museum, education, and research complex, has shared much of their collection online. Some of their exhibits are definitely of interest to those who enjoy classic cars. Witness these two examples, for starters: sheet music for the 1910 song Motor King, and a color-tinted 1933 photograph of couple with their car. Can you identify either of the cars? Is there an item of interest you'd like to share? Let us know!

COUPLE WITH THEIR CAR

Smithsonian American Art Museum and its Renwick Gallery

Artist: Unidentified

Credit: Smithsonian American Art Museum, Gift of Mr. and Mrs. Charles H. Moore

Date: 1933

Object number: 2002.48.7

Type: Photography-Photoprint

Medium: photographic print with applied color

Dimensions: sight 8 7/8 x 15 in. (22.7 x 38.0 cm) irregular

Full details: https://www.si.edu/object/couple-their-car:saam_2002.48.7



"MOTOR KING" SONG

words by Jack Drislane; music by Henry Frantzen
Smithsonian Libraries and Archives

Author: Frantzen, Heinrich 1880-1953; Drislane, Jack; Jordan, Alice singer; Pfeiffer, E. H; Bella C. Landauer Collection of Aeronautical Sheet Music (Smithsonian Institution. Libraries) DSI

Subject: "A vocal arrangement of this famous march and two-step." For voice and piano; originally for piano. Illustrated title page shows a race between a man piloting a biplane, a man driving a woman in an automobile, a man riding a motorcycle, and a man in a motorboat. A crown is in the upper right corner, and it includes cameo portraits of Alice Jordan, lyricist Jack Drislane and composer Henry Frantzen. Signed "E.H. Pfeiffer, N.Y."

Physical description: 1 score (7 pages) 35 cm

Place: United States

Full details and download: https://www.si.edu/object/motor-king-song-words-jack-drislane-music-henry-frantzen:siris_sil_989260

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CAR-TEFACTS (CONTINUED)

Lyrics of "Motor King"

words by Jack Drislane; music by Henry Frantzen

Verse 1

They talk of things in the line of kings,
there's a king that beats them all
They don't come too large or small,
For he's there on ev'ry call,
He sets the pace in a motor race
in the air or on the ground,
The people yell and shout
whenever he starts out.

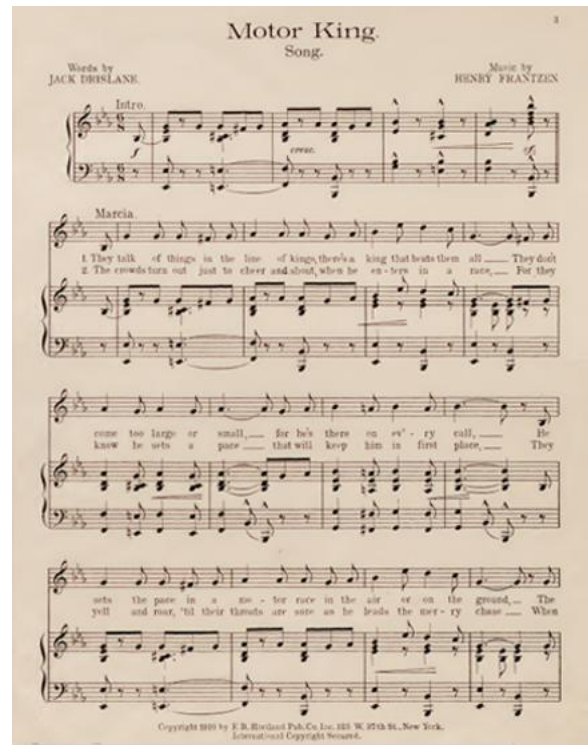
Verse 2

The crowds turn out just to cheer and shout,
when he enters in a race,
For they know he sets a pace
that will keep him in first place,
They yell and roar, 'til their throats are sore
as he leads the merry chase
When he puts on the speed,
he always keeps the lead.

Chorus

He's the Motor King, he's the real, real, thing,
King of speed, greatest ever seen,
Fond of distance and gasoline
Let's give him three cheers, And his praises sing
For none have a chance, when he gets a glance,
The Motor King.

For he's the King, to him belongs the crown,
He's the man who has gained renown,
He's the swiftest thing that's come to town,
Let him have his fling
(I'll have a gallon of gasoline!)
No matter if on land or in the air,
There's no limit to him, he don't care,
All you're hearing now most everywhere is
Motor King.



The actual sheet music takes up only five of the eight pages. One was reserved for the cover. As was common at the time, the two remaining pages were used for samples of other songs from the same publisher, in this case "You'll Come Back," "That Chinatown Rag," "That Fussy Rag," and "Somebody Else It's Always Somebody Else."

He is a sport from his head to toes
Turn of the wheel and away he goes
On him you can always bank
As soon as he turns the crank.
For he's the King, to him belongs the crown,
He's the man who has gained great renown,
He's the swiftest thing that's come to town,
Let him have his fling.
(I'll have a gallon of gasoline!)
No matter if on land or in the air,
There's no limit to him, he don't care,
All you're hearing now most everywhere is
Motor King.



TECH TALK

Article and photos by Robert Praetorius

As most of you know, I grew up around cars in the Catskills, and I've been playing with them since I was about 8 years old. So I believe I have a pretty good perspective of automotive diagnostic repair and troubleshooting.

Since completing the restoration project on my 33 Stutz back in 2020 I have had an occasional intermittent problem with fuel delivery. The defect would only happen at high speeds or when the fuel tank was less than half full. When the problem occurred, I would just pull over and let the pump catch up, or drive a little slower.

I can't describe the anxiety this problem would create when my wife was riding with me. She believes these old cars always break down, and why would anyone ever want to drive them anywhere. I'm sure some of our membership can relate to this situation.

I isolated each component and tested it, from the carburetors all the way back to the fuel pump, and everything checked out good. The only mystery left in the whole system was the gas tank. And as I have previously noted, gas tanks can be difficult.

We removed the tank and cut two 12" windows in the top tank. Initial inspection looked pretty good. There was almost no rust inside, and we had good coverage from the gas tank sealer applied 20 years ago.

However, closer inspection revealed some damage at the end of the pick up tube. It was located about a half an inch above the drain hole plug. As we looked closer, we found there were two vertical cracks coming up from the bottom of the tube. One was about an inch and a half long. The other crack was 5 inches long. These cracks would pull air under the conditions described in the second paragraph.

Someone in this car's previous 92 years of life had a fuel delivery issue and decided to ram a rod up the drain plug hole to clear it. This is the only reasonable explanation for the damage done to the pick up tube. We replaced the pick up tube, and now we're flying down the highways with reckless abandon. After five years of problems, our mystery was solved.

The moral of this story is: you can never assume you know it all about any automotive problem, and you can



Above: The gas tank windows and cracks in pick up tube. Repairing the cracks fixed the problem.

never understand the logic of a previous mechanic's thought process for correcting an automotive problem. I'm sure there are members out there that could share numerous stories. I encourage you to share yours.

- Robert



CHERISHED MEMORIES OF DRIVING A 1935 CADILLAC TO MAINE IN SUMMER HEAT IN THE 1950s: IS IT TRUE "CADILLACS DON'T LIKE HOT WEATHER"?

Article and photos by Cliff Woodbury

The early 1950s hold a special place in my memory, as the arrival of hot summer days in PA finally brought the end of the school year and the beginning of preparations to flee to the cool lakes, evergreen forests, and rocky shores of Maine. I cherish the memory of each of those trips because the goal was the family camp on a beautiful quiet lake in southern Maine. Looking back now, I am in awe of the test of man and machine those trips must have been, and I have a growing appreciation for the Herculean effort by my parents in planning and executing those trips.

There were two cars – Mom and sisters Judy and Lisa in a 1940 Buick Century, Dad and I in the 1935 Cadillac Convertible Coupe ("The '35"). Think about the space available for enough things for a family of five at Camp for several weeks, and you'll understand neither was sufficient by itself. Besides, we wanted The '35 to be available for touring New England during our stay at Camp.



The trip was a 470-mile race starting at sun-up with the goal to arrive with enough sun left to make beds, and commission the water system so we'd have a working bathroom. At the time, I thought about the Buick as a modern car, with hydraulic brakes, column shift, and at least a modest pressurization of the cooling system (7 psi?). The symphony of its exhaust and gearbox noises was beautiful enough to command the attention and life-long admiration of a car-crazy kid (me), and I don't remember that it ever overheated or had any problems at all with those trips to Maine. But even so, I don't minimize Mom's driving ability and stamina in executing the run many times with perfect safety, with two and sometimes three kids bouncing around inside – and no cup holders or seat belts!

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CHERISHED MEMORIES OF "THE '35" (CONTINUED)

But clearly, my car was The '35. Two tons and more of gorgeous automobile with mechanical brakes (OK, with a vacuum booster – but does that bring it up to then or now modern standards?), non-pressurized cooling system, and me asking every five minutes if we were there yet. Ask yourself—could you do it? For that matter, Could I have completed the mission, even at age 40-ish? Hm. . .

And how about inter-car communication while underway? Pull up side-by-side, windows down, scream as loud as possible and support as needed with hand signals. We usually had lunch somewhere along the Merritt Parkway in CT (guess who made the lunch?), and that was our chance to compare notes and modify plans for the rest of the trip.

Hot Weather Challenges

Traffic jams were a challenge. The fan alone at idle is not enough; the cooling system relies on both motion-induced and fan-forced airflow. Keeping the car moving, however slowly, was crucial. In the worst conditions, eventually the system would spit enough coolant out the overflow pipe to cause the temperature to climb. Dad kept a watchful eye on the temperature gauge and knew when to pull over to avoid a lengthy stop to cool down and refill the system.

Hot starts could be a problem, but the car would almost always respond to wide-open throttle using the pedal or hand throttle. If not, we just had to wait a little longer for the car to decide it was time to get back underway. If luck was on our side, allowing us to work around tie-ups, air rushing through the radiator would quickly lower the temperature back into a safe zone, allowing us to continue onward. However, those tense moments in traffic were nail-biters, filled with grumbles

from my father (and grandfather in similar situations with him), who would often remark, "Cadillacs don't like hot weather." They spoke from years of experience, having driven Cadillacs with similar cooling systems as their everyday transportation—an experience that included many of these trips to our camp in Maine during the sweltering summer months.

The Human Factor

It wasn't just the car's cooling system teetering on the edge of breakdown; Dad and I felt the strain as well. Looking back, I realize we were probably dangerously dehydrated during some of those trips. One particular journey stands out vividly in my mind. After hours on the road, both of us began to feel very sick. We finally pulled into a hotel to spend the night, utterly exhausted. Though I could barely manage a bite of the sandwich brought to us by Room Service, the ice water slowly revived us. The '40 Buick contingent kept going and made Camp pretty much on schedule, of course, having no idea where we were or why. It was late in the evening when we were able to use 1950s rural-Maine telephone serving relatives who lived near Camp to establish a communication link. That night was probably the limit of how taxing those trips could be, on the car and its passengers.

Managing the Air Comfort System

On those runs to Maine in the heat of summer, we would eventually get to Max. Cooling with the AC system. That means: convertible top up with back glass un-zipped and stowed in the up (open) position; side vent windows wide open to act as scoops; side windows as-you-like to strike a compromise between sun and air flow; and cowl vent wide open. Note the last opens with the screened inlet facing the windshield, not forward.

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CHERISHED MEMORIES OF THE '35 (CONTINUED)

Some genius was correct in visualizing that aerodynamics would deliver more air into the vent arranged in that manner. (Apparently, Chrysler had a wind tunnel large enough for automobiles in the 1920s. Not sure about GM). I can attest that opening the cowl vent at speed in The '35 resulted in a tornado of air flow in the front-seat footwell. Setting the controls to Max. AC meant, of course, a lot of dirt and . . . noise. Normal conversation was all but impossible. I don't remember what we might have talked about, but I believe I kept myself busy looking at cars, trucks, and occasionally ships when we were on bridges or near docks. Dad was a man of very few, very important words. I wish I could measure the noise level. I can say it was high, but for us, and particularly for Dad, it was a given.

In spite of the difficulties described here, we made the run to Maine and back many times without

major mishap. I understand why my father and grandfather grumbled about Cadillacs not liking hot weather, but they learned how to make it work. As further proof, please see the accompanying photograph of me standing on the running board of The '35 in Woodbury, NH in September 1953. Dad noted on the photograph, "Temp 103°." How's that for not liking hot weather?

I often hear people say, "It is what it is!," particularly when the speaker can't clearly define what it is. The phrase applies here except that it should be "It is as it was." These for me are cherished memories of a time when things were enough different as to make attempts to re-create the long-ago conditions impossible. Rest assured that I will forever be grateful to have been a part of these trips with my family and "The '35," and for the memories.



BUCKS COUNTY TOUR / ROLLS ROYCE CLUB & GENE AND MARLENE EPSTEIN HOSTING

By Richard Taylor

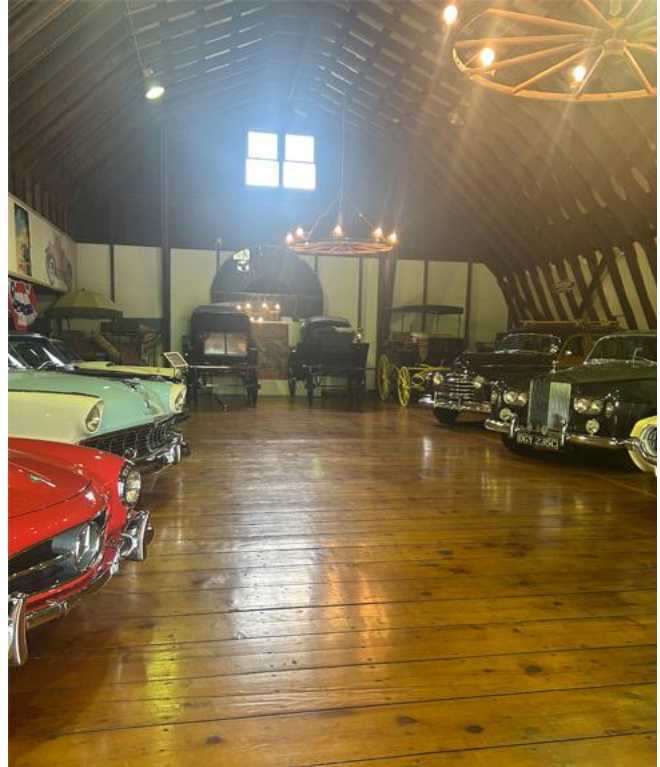
After a week of consistent rain and wishful thinking for a sunshine day, our wishes were granted on Saturday May 24th in beautiful Bucks County at the residence of Gene and Marlene Epstein.

The occasion was a planned tour approximately 31 miles through scenic Bucks County, accompanied by The Grace and Fellowship of the Rolls Royce Club and their art-on-wheels automobiles.

Before the tour, we were welcomed and graciously hosted by Gene and Marlene Epstein providing breakfast treats and choice of beverages. As we snacked and chatted, we had the additional treat of viewing Gene and Marlene's awesome collection of classic cars in their period-decorated garages, classic cars and memorabilia from several eras artistically arranged and displayed. Caught up and almost losing track of time, we hastened to start the tour, which was breathtaking.

It was beautiful seeing nature for miles, uninterrupted by buildings. We finally reached our destination, the Washington Crossing Inn, a warm welcome with food and service second to none. Gene and Marlene graciously hosted till the end, wishing all well while presenting gifts!

Many miles, many smiles.



Above: A hint of the wonders to be found in the Epsteins' garage. **Below, L-R:** Gene Epstein and Linda Barkley; Natalie Saiber, Greg Saiber, Gene Epstein, Linda Barkley; Greg Saiber, Marlene's niece Susan, Linda Barkley, Natalie Saiber.



photos continue on next page >

**EPSTEIN'S GARAGE - PHOTOS
(CONTINUED)**

**MANY MILES,
MANY SMILES**

*Right and below: More beautiful
cars from the Epstein collection*



2024 PUBLICATION AWARDS FROM CCA NATIONAL CLUB

Turnquist Award Regions with over 100 Members

Region	Place	Score
Senior		
Pacific Northwest	1	97.3
Michigan-Canada	2	92.5
Primary		
Florida	1	88.5
Southern California	2	85.3
Indiana	3	84.0
San Diego/Palm Springs	4	83.3
Greater Illinois	5	81.3
Northern California	5	81.3
Metro	6	68.3
New England	7	67.0
Ohio	8	62.8
Texas	9	49.8

2024 Chuck Conrad Website Award

Region	Place	Score
New England	1	90.33
Ohio	2	88.00
Spirit of St Louis	3	87.00
Southern California	4	85.66
Wisconsin	5	77.66
Greater Illinois	6	74.00
Michigan	7	72.66
Arizona	7	72.66
Metro	8	66.66
Florida	9	65.33
Delaware Valley	10	64.66
San Diego/Palm Springs	11	64.33
Indiana	11	64.33
Texas	12	63.66
Upper Midwest	13	54.66
Oregon	14	51.66
Pacific Northwest	15	47.66
Northern California	16	33.00

2024 Activities & Performance Award Activities & Performance

Region	Place	Score
Michigan	1	75.0
Ohio	2	68.0
Spirit of St Louis	3	63.0
Oregon	4	62.0
Greater Illinois	5	51.0
Colonial	6	48.0
Metro	6	48.0
Pacific Northwest	7	47.0
Upper Midwest	8	46.0
Northern California	9	42.0
San Diego/Palm Springs	10	40.0
Indiana	11	38.0
Wisconsin	11	38.0
Southern California	12	31.0
New England	13	26.0
Chesapeake Bay	14	24.0
New South	15	12.0
Delaware Valley	16	8.0

2024 Membership Award Membership Stability & Growth

Region	Place	Score
San Diego/Palm Springs	1	123.3
Metro	2	114.0
Ohio	3	108.0
New South	4	107.1
Wisconsin	5	106.0
Greater Illinois	6	105.0
Northern California	7	103.3
Indiana	8	100.1
Upper Midwest	9	98.9
Southern California	10	98.7
Colonial	11	98.4
Pacific Northwest	12	97.5
Michigan	13	95.5
Oregon	14	94.7
Spirit of St Louis	15	93.1
Delaware Valley	16	92.3
Chesapeake Bay	17	91.7
New England	18	84.4

2024 Bigelow Award Distinguished Record of Overall Performance

Region	Place	Score
Metro	1	93.0
Ohio	2	89.0
Indiana	3	73.0
San Diego/Palm Springs	4	71.0
Michigan	5	60.0
Upper Midwest	6	55.0
Colonial	7	54.0
Northern California	8	50.0
Pacific Northwest	9	48.0
Southern California	10	45.0
Wisconsin	11	35.0
Greater Illinois	12	34.0
Delaware Valley	13	32.0
Spirit of St Louis	14	30.0
New England	15	29.0
Chesapeake Bay	16	24.0
Oregon	17	19.0
New South	18	12.0

McManus Award Regions with 100 Members or less

Region	Place	Score
Colorado	1	90.5
Wisconsin	2	81.5
Oregon	3	73.3
Upper Midwest	4	67.0
Spirit of St Louis	5	61.3

2024 Membership Award Membership Stability & Growth

Region	Place	Score
San Diego/Palm Springs	1	123.3
Metro	2	114.0
Ohio	3	108.0
New South	4	107.1
Wisconsin	5	106.0
Greater Illinois	6	105.0
Northern California	7	103.3
Indiana	8	100.1
Upper Midwest	9	98.9
Southern California	10	98.7
Colonial	11	98.4
Pacific Northwest	12	97.5
Michigan	13	95.5
Oregon	14	94.7
Spirit of St Louis	15	93.1
Delaware Valley	16	92.3
Chesapeake Bay	17	91.7
New England	18	84.4

2024 Tarnopol CARavan Award Percentage of Participation by Classic Owning Members

Region	Place	Score
Metro	1	10.0
Indiana	2	6.3
Upper Midwest	3	6.2
Chesapeake Bay	4	5.5
San Diego/Palm Springs	5	5.0
Ohio	6	4.6
Pacific Northwest	7	4.3
New England	8	3.2
Southern California	9	2.9
Spirit of St Louis	10	2.7
Michigan	11	0.7

2024 Dietrich Annual Meeting Award Percentage of Members Attending & Showing Classics

Region	Place	Score
Southern California	1	250.0
San Diego/Palm Springs	2	136.0
Northern California	3	106.0
Upper Midwest	4	92.0
Michigan	5	56.0
Metro	6	47.0
Pacific Northwest	7	44.0
Greater Illinois	8	40.0
Ohio	9	32.0
Spirit of St Louis	10	31.0
Indiana	11	29.0
New England	11	29.0
Wisconsin	11	29.0
New South	12	5.0

2024 Activities & Performance Award Activities & Performance

Region	Place	Score
Michigan	1	75.0
Ohio	2	68.0
Spirit of St Louis	3	63.0
Oregon	4	62.0
Greater Illinois	5	51.0
Colonial	6	48.0
Metro	6	48.0
Pacific Northwest	7	47.0
Upper Midwest	8	46.0
Northern California	9	42.0
San Diego/Palm Springs	10	40.0
Indiana	11	38.0
Wisconsin	11	38.0
Southern California	12	31.0
New England	13	26.0
Chesapeake Bay	14	24.0
New South	15	12.0
Delaware Valley	16	8.0

2024 Bigelow Award Distinguished Record of Overall Performance

Region	Place	Score
Metro	1	93.0
Ohio	2	89.0
Indiana	3	73.0
San Diego/Palm Springs	4	71.0
Michigan	5	60.0
Upper Midwest	6	55.0
Colonial	7	54.0
Northern California	8	50.0
Pacific Northwest	9	48.0
Southern California	10	45.0
Wisconsin	11	35.0
Greater Illinois	12	34.0
Delaware Valley	13	32.0
Spirit of St Louis	14	30.0
New England	15	29.0
Chesapeake Bay	16	24.0
Oregon	17	19.0
New South	18	12.0



QUESTION OF THE DAY

Q: Why do chicken coops have two doors?

A: Because if they had four doors, they'd be chicken sedans.



An Evening of Timeless Elegance

Date: Saturday, June 21, 2025

Time: 4:00 PM – 8:00 PM

Location: The Willows Mansion – Villanova, PA

Rain Date: Sunday, June 22nd, 4:00 PM – 8:00 PM

The Radnor Hunt Concours

d'Elegance invites you to join our friends, Reimel Motorcars, for an unforgettable evening celebrating automotive history in the enchanting setting of the Willows Mansion.

The event will feature:

- Classic cars from 1910-1930s
- Live music and entertainment
- Drinks and light fare
- A silent auction
- Indoor and outdoor venue access

Presenting Sponsor:



Information and Tickets:

www.willowsparkpreserve.org

All proceeds benefit the Willows Park Preserve, supporting the restoration and ongoing community use of the mansion.

Tickets are available now at
<https://willowsparkpreserve.org/events/classic-car-show-at-the-willows-mansion/>

We hope to see you there!

~ Your friends at the Radnor Hunt Concours d'Elegance

GETTING THE '35-12 READY FOR THE PACKARD 12 REUNION AT THE PACKARD PROVING GROUNDS

Article and photos by Andrew Rosen

As time marches on, so much of the old car hobby slips away. I am talking about the grand old factories that built the cars we collect and enjoy. In the scheme of things, very little survives today. As a Packard enthusiast, it is so sad to see the destruction of the Packard factory left in Detroit, even knowing its steady demise and deterioration over the past decades.

But one part of the company's history that survives about 20 miles away is the Packard proving grounds in Utica, Michigan. When it opened in 1928, it was state-of-the-art to test PMC products. The fact that it survives today is a testament to the members of the Packard club and its volunteers that worked so hard to save its buildings and part of the two and a half mile banked oval track from a developer's wrecking ball. But for now, that is not what this article is about.

I was notified back in early February that there was going to be a meet at the PPG proving grounds inviting 12-cylinder Packards this coming May.

I am fortunate to own a 1937-12 Rumble Coupe. Pretty snazzy, eh? Well let's back up a bit. Around 2017 I saw an ad for an auction in California, and one of the cars was the '37 Coupe, sure looked good in the pictures! Packard twelves are not known to be affordable classics, so needless to say, I did not bid. The Coupe did not sell, and that was



The Coupe the day I was invited to the Proving Grounds meet. Still some work to be done!

that. Later in the year, the same car was appraised in an upcoming auction in Florida. I assumed the owner was flipping it to make a profit from the previous auction. I decided to inquire about it and ask some questions, as I wasn't going south to check it out. As I said, it looked good in the pictures! The air cleaner was missing, the tires were old, and the auction company did say it had a replacement motor. So I registered to make a phone bid and had a budget in mind, knowing it would be too low. A few weeks later, after forgetting about the auction, I received a call from the auction company that the car was 2 model A's away from the auction block. I was thinking about cancelling but was very curious about the outcome, the lady on the phone was very professional, and I decided to go for it. A few opening bids were offered; she said to wait a bit. Next thing I heard

was going once going twice then she made a bid for me, then I did not hear anything for a bit longer than the hammer came down. Then she said congratulations, "We are shipping a 37-12 Coupe to you!" And for thousands less than it sold in California! What a deal... Right!

A couple of weeks later, a truck rolled into Rosedale, and out came the Coupe. I was very excited. I opened the hood and checked out the motor number. It's not a serial number that belongs in a Packard 12, no problem... so far. I jumped in, pumped the pedal twice, turned the key, pushed the starter button and the 12 started and was smooth and quiet, great... so far.... Wow did I get a bargain!

The partially disassembled Twelve motor



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'35-12 COUPE (CONTINUED)

I reached behind me to open the storage compartment and pull the lever to open the rumble seat and check out the original leather seat cushions, this was amazing... so far. My arm could not find the lever or feel the one-foot-deep storage compartment. I turned around and looked into the compartment, all I could see was the dark abyss of the rumble compartment. What the heck? I looked at the back of the Coupe, there was a hole in the bottom of the rumble lid. Packards have no handles in the lids. Something was amiss... So far. I put my finger in the hole and pulled...up came the lid from the wrong end? A trunk... Packard Coupes and convertibles were rumble seat... I stood staring at an empty space, no cushions, no hinges, no upholstery. Yikes, so much for the bargain 37-12 Coupe. I can't blame the auction company; I was given every opportunity to inspect the car. I was disappointed. After further inspection I noticed I noticed a large metal patch in the floor where the seat cushion would sit. Also, the mechanism for the roll-down window was missing! And the golf door was screwed shut. Not too happy.

At this point, did I tell you the motor pan was nice? So not a total loss so far. I do happen to have a 1935-8 Rumble Coupe, and the parts looked like what should have been in the '37 Coupe. I would not rob parts from a good car, so I looked up all the missing parts in the parts catalog and, lo and behold, years '35 to '37 had



The 1937 Packard Twelve Coupe after I rebuilt the rumble lid

the same part numbers! Over the course of the next few years, I had the hinges cast, made exact copies of the seat cushions using seat springs and parts from a 37 sedan, replaced some broken wood parts in ash, and repaired the golf door frames. We also rebuilt the rear window assembly. Now I had a complete 37-12 Rumble Coupe. I did say it ran well but had some blow-by, Which I thought might be from sitting for years. I decided to check that out, so we removed the entire front clip and removed the cylinder heads. Two things stood out. I could see the Coupe's original color (dawn grey) number six cylinder on the left side had a cracked piston. Just great. The next day I received a call from John Hatfield - 'Hey Andrew, how about bringing your 12 to the meet at the Proving Grounds in May?' I looked at the fenders, running boards, bumpers, and motor parts strewn about my garage and told John, 'Sure I'll bring my Coupe!' What the heck! I have 8 weeks to repaint the car, do the upholstery, put the motor back together with a new piston and get some new chrome done and new door glass, that's all. See you in Detroit.



2025 PPG "CALLING ALL TWELVES"

The original announcement from the Packard Proving Grounds website: PackardProvingGrounds.org/2025Salon.

We are delighted to revive the spirit of the automaker salons of the Classic Era with a unique Salon Special Showing at the historic Packard Proving Grounds site, exclusively for 1932-1939 Packard Twin Six and Twelve automobiles.

There is nothing quite like the feeling of driving your Packard on the parkways of the original Proving Grounds and experiencing the most significant surviving Packard Motor Car Company property firsthand. Join us as we recreate history, an honor these magnificent Packards, at the Proving Grounds this May.

Check out the beautiful selection of Packard Twelves that answered the call this year! Dozens of gorgeous professional images taken by Nadir Ali can be viewed at www.3andathird.com/Packard-Proving-Grounds/Packard-12s-2025/2025-Packard-12s-Web.



Read back issues of "The Packard Pulse" newsletter at their website. packardprovinggrounds.org/about/newsletter/



THE MUSEUM EXPERIENCE: WHAT A SHOW!

By Thym Smith, photos by Tom Lee

We had a blast at the CCCA Museum's 2025 Jazz Experience and Driving Tour, with 47 cars in attendance at this year's show! If you weren't able to attend this year's Experience, here's a look at the great time you missed. But the good news is we're already excitedly planning next year's show, so mark your calendars now for **June 5th-7th 2026** for the Experience, followed by a driving tour that will run **June 7th-12th**. Stay tuned for details. We would like to thank all of the exhibitors, spectators, and attendees who made it to this year's show, and we hope you had a marvelous time!



Top right: The CCCA Museum, Hickory Corners, MI.

Above: Carl Jensson and Bob Joynt shared MC duties for the awards. Car pictured is 1933 Packard 12 owned by Joe Coletta.

Right top: The CCCA Museum offered "drives" in Margaret Dunning's 1930 740 Packard. Tom Lee is behind the wheel.

Middle: All-original 1933 V16 Cadillac owned by David & Jacob Gano.

Bottom: 1917 Cole owned by Kevin Fleck.

THE MUSEUM EXPERIENCE (CONTINUED)



Top left: On Friday night, the Museum unveiled its new exhibit — the Krazy Kat Speakeasy.

Top right: There were about 47 cars on display for the event.

Left: Quite the doozies! Pair of Duesenbergs from the Auburn Cord Duesenberg Automobile Museum.

Bottom left: Yes, we do drive these cars



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 rjpraetorius@gmail.com.

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!



CELEBRATING 100 YEARS OF ROUTE 10 WITH SATURDAY'S CARAVAN

By Bill Rettew | wrettew@dailylocal.com | Daily Local News | photos by Jeff Hery, Originally Published: June 3, 2025 at 8:36 AM EDT - reprinted with permission. <https://www.dailylocal.com/2025/06/03/celebrating-100-years-of-route-10-with-saturdays-caravan/>

PARKESBURG — Route 10 is celebrating 100 years, and there's a big party on Saturday.

The 2025 celebration will start at the Morgantown Auto Mall on Saturday, June 7, at 10 a.m. and proceed to its termination in Oxford at approximately 11:30 a.m.

Vintage cars, including a 1929 Packard Opera Court, driven by Jeff Hery, will make the historic trek and caravan 100 years later.

Participants can then have lunch at the Oxford hotel if desired.

The purpose is to recognize the dramatic impact Route 10 had on the economic development of western Chester County.

Participants will receive a reproduction map of the original route and an accompanying brochure, which the original participants received in 1925.

The event was spearheaded by the Classic Car Club of America's Delaware Valley Car Club, with local car clubs participating.

Route 10 runs through Parkesburg, and Mayor John Hagan waves to the motorists.

"Motorhead lacks the volume to describe Jeff Hery," Hagan said about his buddy. "More accurately, it can be said, he is a restorative historian."

We're grateful Joseph Lucks braved the wet weather and brought out his 1930 Willys-Knight Model 66B Great Coupe to join in the Rt 10 Centennial Celebration. The car drew a lot of attention as you don't see many of these out on the road. The sleeve valve engine is as quiet as a mouse.



Jeff Hery's 1929 Packard led the parade.

"Whether it be his meticulous construction with Victorian architectural flair (see the home and garages plural) to well-played interpretations of spiritual music on the piano, any given Sunday at good old Parkesburg Methodist Church, outstanding, and most visible, is his artisan care of classic automobiles.

"Again, plural, it is in this restorative sense it must be proclaimed that we all are invited to take time Saturday, June 7th, to witness a caravan of said classic car masterpieces that he and his fellow enthusiasts will display while traversing the ever-popular and scenic highway known as Route 10.

"This event is to honor the 100th anniversary of its opening. Commencing at the Classic Auto Mall in Morgantown and concluding in Oxford, I hope my fellow Parkesburg residents will turn out in style to witness this historic event as they travel through our fine hometown.

"Perhaps dig out your Sesquicentennial finery to enhance the visage. Grab a bite at any of our fine in-town eateries and make a day of it visiting our local shops as well. What better way to commemorate a highway is there than supporting the commerce and their proprietors, who live along its path?"



Lafayette Returns!

Join the American Friends of Lafayette and DVR member Jeff Hery in escorting Lafayette from Parkesburg to Lancaster.

*July 27, 2025
Stottsville Inn,
3512 Strasburg Rd., East Fallowfield, PA*

*10:00 a.m.
Cars Form for Parade*

*10:30 - 11:30 a.m.
Historic Fountain Inn—Parkesburg, PA*

*12:00 noon - 2:00 p.m.
Lafayette Tea - Historic White Chimneys Inn
Gap, PA*

*Military Review Ceremony- Lafayette Tower Park
Lancaster, PA*

*Franklin and Marshall College - Lancaster
This will conclude our driving tour following Jeff
Hery's 1929 Cadillac Dual Cowl Phaeton.*



Lafayette's Limo and Driver

We need a count for the box lunches! Please return this tear-off form with \$10 per participant to: Rob Praetorius, 32 Wexton Drive, Petersburg, NJ, 08270. Please respond by July 17, 2025.

LAFAYETTE 250 TOUR: REGISTRATION FORM

July 27, 2025

Please make check payable to DVR-CCCA

Name: _____

Address: _____

How many will attend: _____

Phone: _____

Amount Enclosed: _____ (\$10 per person)

Email: _____

Mail this form with check to Robert Praetorius , 32 Wexton Dr., Petersburg, NJ 08270 by July 17, 2025

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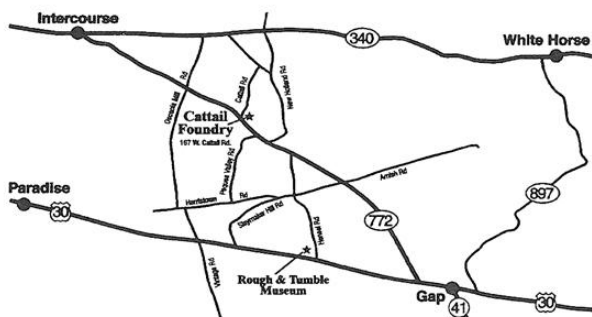


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Classic Auto Mall has over 650 vehicles offered for sale and 400 barn finds on display. We love having guests experience our facility, but please remember that these are expensive automobiles, and we ask that all of the members in your group be respectful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

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Wednesday 9:00 AM - 8:00 PM; Saturday 9 AM - Noon
Sunday Closed



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