



It's all about the ride.



DIRECTOR'S MESSAGE

The dog days of summer are done, and the best driving days have begun. The humidity and temperature are down, and the angle of the sun makes the water and leaves sparkle. Many of us will be involved with shows and caravans and will share great times and memories with our family and friends.

The Jersey beaches get packed with people from Memorial Day to Labor Day, and there are constant traffic and tourists to deal with. On any given weekend there can be a quarter of a million people on each of the barrier islands from Atlantic City to Cape May. And since COVID, the shoulder seasons have exploded. There are festivals and car shows almost every weekend. People finally figured out that Cape May County has a unique climate. It's a peninsula that sticks out into the Gulf Stream, so our weather is always ten degrees cooler in the summertime and ten degrees warmer in the winter. Many of the islanders leave for Florida in November, but we rarely get snow any more.

However, there is another side to South Jersey that many people don't know about. It's the Delaware Bay side and the all towns that boomed 150-200 years ago from the whale oil, sturgeon and oyster industries. I'm talking about little lost towns like Shell Pile, BiValve, Beaver Dam, Cedarville, Fortescue, and Morristown. There's even a town called Greenwich, NJ that in 1775 the locals raided the British ships and threw their cargo of tea in the sea. There is a big stone monument in the center of town to commemorate the event. But it's the Boston Tea Party that history remembers.

Sometimes I like to drive alone with nobody else. And the South Jersey Delaware Bay side is a perfect place to go.

IN THIS ISSUE

Page	Title
1	Director's Message
1	Upcoming Events
2	Two Wars, a Stutz, and a Sunken Ship
8	Tech Talk
10	Lafayette Day in Lancaster
12	CAR-tefacts
14	1934 V-16 Cadillac
16	Howard Schaevitz: Celebration of Life
17	Bill Walter's Aero-Dynamic Coupe
20	Black Friday Open Garage Event
21	Vendors

UPCOMING EVENTS

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

CLC Club Car Show

Date: 12 October 2025

Location: Peddlers Village, Lahaska, PA

Black Friday Open Garage

Date: Friday, 28 November 2025

Location: 3207 / 3211 Sawmill Road, Newtown Square, PA. More details on p. 20.

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.

There are a lot old Victorian homes that were owned by sea captains or seamen connected to the related industries. Some are restored and look beautiful, and others are vacant and neglected by the families that moved out in search of a better living. There is a little restaurant in Dividing Creek called the Red Eyed Crab that you can stop and get a beer and a crab cake sandwich. It's nice place to sit on the deck and look out over the creek and the Delaware Bay.

continued on page 19 >

TWO WARS, A STUTZ, AND A SUNKEN SHIP

Article and photos © 2025 Jerome M. Reinan. Reprinted with permission.

On March 8, 2025, Stephano – my grimy, tattered, paint-impaired hulk of a 1929 Stutz Model M – won the Hagerty Drivers Foundation National Automotive Heritage Award at the Amelia Island Concours. Stephano's name and the trophy he won were the product of two of the most fascinating 20th century adventurers you've never heard of.

Norman Campbell Chambers was born 1884. As a child of an employee of the United States foreign service, Norman spent his formative years traveling throughout the continent, spending most of his time in Germany and Russia. After returning stateside, Norman finished high school and graduated from Cornell with a degree in mechanical engineering.

Bertha Griggs' upbringing was similarly unconventional for a child of the late 1800s. Her mother, Alma, was the first female physician in upstate New York. She was also divorced. Bertha's single doctor mother raised her as a strong, independent woman – an attribute that probably saved her life more than once.

Norman and Bertha married in 1906. Shortly afterward, Norman landed a position with a large Chicago-based machine tool company, Niles-Bement-Pond. Given Norman's familiarity with travel and his mastery of several languages, he was sent to Europe to advise governments – code for selling NBP's armament-making machinery.

RMS Titanic

The RMS Titanic was built during the time Norman and Bertha were actively crossing the Atlantic. It was only natural that they would purchase a first-class fare on the ship's maiden voyage. The couple bought ticket number 113806 for Cabin E8, the farthest forward E-deck, first-class berth on the starboard side of the ship.



Bertha and Norman Chambers

On the late evening of April 14, an unusual shudder rippled through the Titanic, jolting Norman and Bertha awake. While Norman initially dismissed the ripple as inconsequential, Bertha sensed something far more troubling. Norman agreed to investigate the source of the strange event.

While strolling the decks and corridors, Norman made several worrisome observations. He noted that crew emerging from the mail room below were wet up to their knees. He observed sacks of registered mail floating in the mail room in the deck below. Norman also observed that none of the watertight doors had been closed and that the crew seemed unconcerned about – or perhaps even untrained in – closing them.

On his way back to the cabin, Norman also noted that the Titanic was listing slightly to starboard. Prior to the jolt, the ship had listed slightly to port. Norman reported his observations to Bertha, who insisted that they dress formally and go up on deck. Norman grabbed his flask, compass and automatic pistol. He also stuffed his overcoat with valuables, suggesting that he had already concluded that they would not be returning to their cabin.

continued on next page >

TWO WARS, A STUTZ, AND A SUNKEN SHIP (CONTINUED)

Once on the deck, Norman recounted, "I gave my wife a drink from my flask, filled my pipe, put on my lifebelt at her urgent request, she having hers already on, and we stood at the rail for a few moments."

The couple was soon greeted by J. Bruce Ismay, head of the White Star Lines, who directed them to board lifeboats. There had not yet been a directive to board only women and children into the boats.

Norman and Bertha boarded Lifeboat No. 5 — the second lifeboat lowered from Titanic. Lifeboat No. 5 was led by Third Officer Pitman. It was about 2/3 full, carrying 36 souls, about half of whom were men. The boat was lowered with little difficulty.

After the lifeboat had made significant progress away from Titanic, it became apparent that the great ship would indeed sink. The lights were still on, revealing what Norman described as a tilted, "ghastly" apparition in the horizon. The moans of passengers could be heard in the distance. The survivors of Lifeboat No. 5 vigorously debated whether to paddle back and take on more passengers. The consensus on the boat — and the final decision reached by Third Officer Pitman — was that panicking survivors would likely overwhelm and capsize the lifeboat, putting all at risk. Most of the other lifeboats had reached a similarly solemn conclusion.

Sullen, cold, and scared, Norman, Bertha and the other 34 survivors continued on until they saw the lights of the Carpathia. They were among the first from Titanic to be rescued.

Once safely in New York, Norman and Bertha were sought out for interviews. He and Bertha were, for a time, celebrities of sorts. Because of his training as an engineer and his unique and early observations of how the crew comported itself, Norman was summoned to testify before the U.S. Senate.

To Russia

Soon after the Titanic disaster, Norman returned to NBP and resumed his role as an outside engineer. War broke out in 1914, creating a strong demand for NBP's products overseas. Given his background, NBP chose Norman to represent its interests in St. Petersburg. Shortly after their arrival, Norman was arrested on

suspicion of spying because he was overheard speaking German. He was held for three days but released after proving that he was an American engineer.

In February 1917, Norman and Bertha were again thrust into an unintended and life-threatening adventure. By this time, the Bolsheviks had taken control of Russia, effectively deposing Tsar Nicholas II. The political upheaval made it dangerous for foreigners like Norman and Bertha to safely remain. By March, the couple was forced to flee through Siberia.

After their second life-threatening adventure, Norman and Bertha returned to the United States. The next decade appears to have been fairly sedate for the Chambers. Norman started working for a competitor, Chicago Pneumatic. Ship manifests show a fair amount of travel to Cuba and South America — perhaps for business, perhaps to fill Norman's flask.

Stephano

In 1930, Norman and Bertha purchased a slightly used Stutz Model M LeBaron Convertible Coupe. Bertha affectionately named the car Stephano. Stephano would be at the center of the Chambers's remaining life adventures, both intended and unintended.

Norman lovingly and fastidiously applied his engineering knowledge to Stephano. He kept a package of recipe cards and a portable typewriter that he used to record every major and minor repair, tweak, or maintenance operation performed. All operations great and small were documented by date, mileage, and location. Stephano carted Norman and Bertha all over the country, with logged repairs in Detroit, Cleveland, St. Augustine, South Carolina and New Jersey.

The mid-1930s brought another round of military buildup in Europe. Chicago Pneumatic — much like NBP — stood to make lots of money selling equipment to armies, so German-speaking Norman was dispatched to Berlin. Bertha and Stephano joined him. By early 1938, things in Germany were changing rapidly, and the couple plus Stephano boarded the USS

continued on next page >

TWO WARS, A STUTZ, AND A SUNKEN SHIP (CONTINUED)

President Harding on February 2, 1938 and steamed from Hamburg to New York.

Their trip stateside did not last very long. Chicago Pneumatic apparently wanted someone selling armaments to France, and Norman was their go-to

guy. Norman of course brought Bertha and Stephano, who was by then becoming quite a world traveler.

By early 1940, the situation in Paris was not so different from the one that forced the couple to leave Berlin two years earlier. The German army was lining up along the Siegfried Line, ready to attack France at any moment. It appears that Norman's formidable experience with wars and disaster – combined with his engineer's brain – left him unbothered by the German war machine. For example, just ten days in front of the German blitzkrieg, Norman dutifully documented Stephano's oil change consisting of 12 liters of Valvoline "C." His differential and transmission checked out ok. Stephano had 88,320 miles at the time. On May 7, three days before the blitzkrieg, Stephano's trunk rack was repaired. His springs were oiled. He showed 88,415 miles.

Leaving Paris

On June 12, 1940, Norman simply logged, "Left Paris." Stephano registered 89,130 miles. The German army was then 15 miles from the Capital.

The next entry in the log was from June 22. Norman recorded, without further explanation, that they were in Salamanca and that Stephano's springs and frame were repaired. The next day, they were in Coimbra, where Stephano got another 12 liter oil change.

Had the recording of history been delegated to exclusively to engineers, that's the sort of story we'd get. Factual, concise, dry. Fortunately, Norman had Bertha, and Bertha was as verbose as Norman was tight.

Stephano, it turned out, had faithfully motored the couple out of Paris and later out of France just hours before the German army arrived. Bertha's account of their escape was later covered by the press.

One newspaper article reported how Norman and Bertha "raced out of France in a powerful Stutz automobile a bare 36 hours ahead of the invading Germans."

Another paper reported that during the early hours of June 12, it became apparent to Norman and Bertha that the German army would soon take Paris. The sounds of anti-aircraft guns were getting nearer. The city was enveloped in a thick blanket of black fog. Shops were closed and boarded up. The city had stopped receiving telegraph and telephone communications, and increasingly large throngs of refugees were passing the Chambers hotel. Bertha told the newspaper, "Neither Norman nor I had wished to leave Paris, but that same evening, when Italy declared herself, we decided that the time for our departure had

**TOWN VISITORS
TELL OF ESCAPE
FROM GERMANS**

Mr. and Mrs. Chambers Describe Their Dash from France in 1940

Also on Titanic

How they raced out of France in a powerful Stutz automobile a bare 36 hours ahead of the invading Germans, was one of the tales told by Mr. and Mrs. Norman Chambers, of Olean, New York, during a visit here Sunday to Mr. and Mrs. Roy E. Martin. Mr. Martin, local druggist, in recounting the adventures of the Chambers, told how when they finally realized that the Germans were breaking through to Paris, where they were living. They crammed some of their household belongings into their big Stutz, and over the roads that were packed with fleeing French refugees, roared through France, over the Pyrenees and into Spain. They described the Spanish as definitely hostile to the Americans. From Spain, they finally made their way to Portugal, where the people were friendly. Then finally, they were able to make their way back to America.

continued on next page >

TWO WARS, A STUTZ, AND A SUNKEN SHIP (CONTINUED)

arrived ... Norman did a marvelous job of packing and stowing our luggage; besides the three suitcases belonging to Stephano (our car) we had five other suitcases; my steam trunk and hat box; two tiny suitcases; Norman's fat portfolio; two gas masks; the lunch kit and my handbag."

Bertha recounted the couple's journey in exquisite detail. It took them 5 hours to make the first 19 miles out of Paris. Exhausted, they pulled Stephano into a rural lane and slept for the night. They were awoken in the early hours by military caravans. They then drove into Vendôme, where they spent the next night in Stephano alongside other refugee families. The next morning, after encountering several military roadblocks, the couple found themselves outside of Amboise, where they were able to bathe in a river. The following day they made it to Saintes where they were treated with their first restaurant meal of the trip.

Their plan up to that point was to make it to Bordeaux — the destination listed on their safe conduct papers — in order to secure a visa into Spain. At the outskirts of town, the couple was stopped by a gendarme and advised to find another route. They ended up finding a room at the ironically named Hotel de la Paix ("Hotel of Peace," ed.), which provided them the most luxury they had encountered to that point. The couple next traveled to Bayonne, then to St. Jean de Luz, and ultimately to Hendaye, where they crossed into Spain. The catch was that Franco did not want Americans in Spain. Ever the negotiator, Norman talked the border police into giving them a three day pass, meaning that they had to high-tail it to Portugal in order to avoid arrest. According to the service records, Stephano dutifully ferried the couple over the Pyrenees without complaint.

Norman, Bertha and Stephano ultimately made it to the safe haven of Lisbon. They stayed in Lisbon until May 31, 1941. On that date, they boarded the SS Excambion bound for New York. The problem, of course, is that the shipping lanes were infested with U-boats. Their good luck still intact, Norman and Bertha made it safely to New York.

Once back in the States, the Chambers family appears to have finally settled down. Norman continued to drive and repair Stephano, who was parked near their

Manhattan hotel. In 1953, he sourced a new DV32 engine for Stephano after the original single cam engine threw a rod.

The 1950s brought newfound interest in the Titanic, with the release of the movies "Titanic" in 1953 and "A Night to Remember" in 1958. A photo from the late 1950s shows Norman and Bertha at New York's famous Stork Club, suggesting that they were part of a minor Titanic celebrity resurgence.

Having survived the Titanic, the Russian revolution, the fall of Paris, and U-boat threats, Bertha passed away in October 1959. She was 80 years old. Norman followed her in 1966.

The Next Chapter

With their passing, Stephano's role as a silent witness to history was temporarily forgotten, waiting patiently for its next chapter.

Over the next 50-plus years, Stephano was shepherded through several different stewards. Although none of them ever knew his rich ties to history, all of them fortuitously decided to keep him in original condition. Stephano was ultimately purchased by Mark Smith, a well-known collector of mostly pre-war preservation

continued on next page >

Bertha and Norman in their later years, likely late 1950s, at the very exclusive Stork Club in Manhattan.



TWO WARS, A STUTZ, AND A SUNKEN SHIP (CONTINUED)

automobiles. Gooding and Company was retained by the Smith estate to sell off the vehicles after Mark died.

I signed up for the auction, and one of my friends attended the preview. He told me that I would probably be interested in the 1929 Stutz convertible mostly because of its extensive documentation and completely untouched condition. I ended up purchasing the Stutz that was later revealed as Stephano.

After the sales documentation arrived, I began researching the Stutz's ownership. Some of the paperwork – including a letter from eccentric Stutz collector AK Miller – identified Norman Chambers as the long-time owner. Initial searches for 'Norman Chambers' yielded little, a common challenge when trying to pluck a single life from the vast sea of public records.

After sorting through pages and pages of documents, I finally came across a 1949 blueprint for a Stutz fuel sender unit. The blueprint was ordered by "NC Chambers, 40 E. 54th St., NYC." Now I had an address. I typed in the address and NC Chambers, and I was immediately directed to Titanic.wiki. Norman had been a Titanic survivor! Just to be certain, I found online census records for the address listed on the blueprint and, sure enough, Norman C. Chambers and his wife, Bertha, lived at that address during the same time the blueprint was ordered.

The amount of research available on Titanic survivors is simply staggering. I spent several days combing through information on Norman and Bertha, much of which referenced their unusually extensive (for the time) overseas travels. It occurred to me that Norman and Bertha may have taken the Stutz on some of these trips, since that was not uncommon in the days of steamship travel. There was, after all, no Hertz or Avis in 1930s Europe.

Regular internet sources were not terribly helpful, so I signed up for newspapers.com. That's when the fun really started. Newspapers.com digitizes newspapers – including foreign and smaller regional papers. After learning how to filter my searches, I soon found a number of articles on Norman and Bertha's extensive

and interesting travels. This led me to the pieces describing their travel to (and escape from) Russia and the articles on their flight from Paris.

Being an attorney makes me a natural cynic. In order to ensure that Norman and Bertha weren't faking their stories from an armchair in Syracuse, I needed to find additional confirmation of their comings and goings.

Ancestry.com provided those resources. I was able to locate photos of Norman and Bertha's passports, confirming their trip to Russia. Ancestry also has copies of ship manifests, which allowed me to cross-check the dates and ships Norman logged in Stephano's records.

After feeling fairly certain of my ability to convince twelve honest men that Norman and Bertha's adventures were real, I texted the friend who found Stephano at the Smith auction. After initially calling BS on my story, he finally came around and suggested that I contact the Amelia Island Concours. I sent the information to Amelia and received an almost immediate response asking me to bring the car to the March 2025 Concours.

Amelia was my very first concours experience. For the past dozen years, I have run a 1918 American LaFrance in the Great Race, but Amelia is clearly a different bird.

Amelia Island Concours

I loaded Stephano onto our trailer and made the trip from Salida, Colorado to Jacksonville. My wife and kids met me there.

Driving a smoking, rattling, rust covered contraption onto a golf course filled with 100-point, multi-million dollar cars makes one feel a bit like Jed Clampett. My 13-year-old son, Nash, reinforced that feeling. When he asked why we didn't restore Stephano to standards similar to the others around us, I reminded him that none of the other cars have seats upon which the butts of Titanic survivors chased out of Paris by Nazis have sat. That level of reasoning appeared to have sated him for the moment. The concours guide was not as impressed. He carefully directed us to park Stephano right over a storm drain.

continued on next page >

TWO WARS, A STUTZ, AND A SUNKEN SHIP (CONTINUED)



Left and Below: *The adventurous Stephano, an automobile full of history.*

down. When one saw me poke my cowboy hat up above the back of the Stutz, he shouted, "Get in your car. NOW! You have to drive to the podium!" We did as we were told, having no idea why.

When we got to the podium, the announcer told us and the audience that Stephano had won the Hagerty National Heritage Foundation Award, which we later learned was a pretty big deal. The announcer told Stephano's story through the eyes of Norman and Bertha

As if parking over a storm drain wasn't enough, Stephano ended up being sandwiched between two stunning, 100-point CCCA classics. To our left was an absolutely perfect Rolls-Royce Springfield ordered from new by the famous playboy Tommy Manville. To the right was a stellar Packard. The Springfield owner and his collection manager, Ed, could not have been more gracious and helpful. Many attendees stopped by and asked about Stephano and his story. It turned out to be a wonderful and welcoming experience even though I initially predicted otherwise.

Although there was a fair amount of crowd interest in Stephano, Nash and I both assumed – given the impressive field around us – that his chances of winning a ribbon or trophy were slim at best. As a result, we left Stephano for lunch and a peek at the Gooding auction.

It turns out that our moment of leisure was ill timed. Upon our return, Ed told us that concours guides had been hunting us

Chambers and commented on what amazing lives they had lived.

When we came back and carefully parked above our designated storm drain, Ed came over and said, "I knew that you were going to win something. But Nash, don't get used to this because you're not going to get a big trophy every time you come to a car show." He was right, of course, but in that moment, Stephano, the

continued on next page >



TWO WARS, A STUTZ, AND A SUNKEN SHIP (CONCLUDED)

unintentional adventurer, had again found his spotlight, connecting his incredible past with a new generation.

We are fortunate that Bertha left us with her roadmap of war-torn France. After Nash wanders off to college, my wife and I intend to load Stephano onto a transatlantic ship and recreate Norman and Bertha's flight. It turns out that the Hotel de la Paix still exists, and perhaps the next time Stephano pulls up into its lot, the inn's name will no longer ring with irony.



TECH TALK

Article and photos by Robert Praetorius

I'm sure most of our membership has noticed the decreasing values of the pre-war classics. This is happening for several reasons, but the primary reasons are drivability, performance, and safety.

If we look at the value of a 1963 NCRS Corvette coupe, the Sports Car Market price guide estimates its value to be about \$175,000.00. However, if you look at a professionally restored 1963 Corvette resto mod, they are bringing twice that price. This information clearly shows us where the market is headed. People like old cars, they just want to be able to drive them on today's highways - and they'll pay for it. If you can't drive the cars on today's highways and have them perform safely, they become a dinosaur in a garage or museum.

I know this information is also making the blood of the purists in our club curdle. But as Bob Dylan once said, "The times they are a-changin'." I can also say from my own experience that the better the car drives and handles, the more you'll want to drive your car.

My 1933 Stutz was equipped with Houdaille knee action shocks. And when driving long distances, the ride gets rough and it wears the occupants out, especially on older, bumpier roads. The wide radial tires help on turns and at high speeds, but the leaf springs in all four corners need more dampening

than what the factory could offer in 1933.

So I made up new mounting brackets and pins to bolt the new shocks into the same mounting holes that the original shocks were bolted to. The beauty of this arrangement is that if the next guy who owns my car wants to install the original equipment, he can take the shocks labeled in the box up in my attic and install them. I say this only because when that day comes, I will no longer be here. And if the person drives the car as it is, he'll leave the shocks in the box.

I have followed this procedure with all of my vehicle upgrades. As much as I love drivability and performance, I also respect original correctness. So all of these upgrades installed on my car are correctable back to the original factory equipment.

- 1) Multiple down draft carburetion - extremely important for improving horsepower on straight-eight cylinder engines.
- 2) Electric fuel delivery system includes electric fuel pump at the tank, multiple filters, and a pressure regulator before the Stromberg carburetors guarantees steady fuel delivery at 2 psi throughout all rpm ranges.
- 3) Electronic ignition system consists of two Pertronix ignitors with special coils and ignition module

continued on next page >

TECH TALK (CONTINUED)

installed on a homemade points plate inside the stock distributor. No more variation in points gap; perfect starts and revs all the time.

- 4) Vacuum boost assisted brakes provided more brake power, especially in city driving.
- 5) Air scoops on the backing plates to cool brake shoes and drums under heavy load conditions like high speed driving or down mountains.
- 6) Non-glycol engine coolant (Evans)
- 7) 1984 Ford Truck Four Speed synchromesh transmission with overdrive.
- 8) 3.8:1 differential gear ratio conducive to today's highway speeds.
- 9) Wide Oval Radial tires.
- 10) And now late model shock absorbers with brackets.

This list does not include the internal upgrades to the engine. (I might divulge those secrets at a later date.)

I'm also contemplating seat belts and directional lights. The difficulty with directional lights is wiring and attaching them to the car without impairing the body. The only thought I have at the moment is to some brackets coming off of the bumper bracket corners. They will negatively impact the vehicle appearance; however, drivers today do not know what hand signals mean. I have had two near-miss auto accidents.

For the shock upgrade, I selected 1972-78 Chevy truck shocks. The vehicle weights are similar, and the shock stroke is limited to 5 inches. This shortened stroke will reduce extreme suspension deflection. Most of our members probably don't drive their classics hard enough for that to happen, but occasionally I do.

I can assure you that the ride improvement is absolutely amazing. The car handles as nicely as a late model Cadillac. I had a slight vibration at 60-70 mph and now it's gone. It may have just been a harmonic vibration from a wheel or axle, but with the new shocks it disappeared.

If anyone wants to see and experience these upgrades firsthand and go for ride, you are welcome to visit me

in South Jersey. You get the strength of a BEAR with the agility of a CAT. Wouldn't you really rather have a Bearcat?

Life is a journey and it's all about the ride! Make your driving experience the best it can be.

- Robert



Above: Front and rear shock replacements.

LAFAYETTE REENACTOR GREETS TROOPS AT BICENTENNIAL OBSERVANCE IN EAST LAMPETER TOWNSHIP

Suzette Wenger, Lancaster News Staff Photographer, Jul 28, 2025

When the Marquis de Lafayette came to Lancaster County on his American farewell tour 200 years ago this weekend, he reviewed a group of troops and civilians was said to number in the thousands. That took place on July 27, 1825, in Grove's Field — an area between present-day Lincoln Highway and Old Philadelphia east of Lancaster city.

On Sunday, at an event presented in the same area — Lafayette Tower Park in East Lampeter Township — as part of the Lafayette200 recreation of the marquis' historical interpreter portraying Lafayette reviewed troops of the First Pennsylvania Regiment and the 45th PVI Co. K reenactor groups. After a ceremony featuring music by the Lukens



Above: From the left, Ben Goldman, of Washington, D.C., portrays General Marquis de Lafayette, steps from a 1929 Cadillac owned by Jeff Hery, Parkesburg, as he arrives for the bicentennial observance of Gen. Marquis de Lafayette visiting the Lancaster area, which took place between the Lafayette Fire Company and the Lafayette Tower Park on Sunday, July 27, 2025. **Below:** Lafayette (Ben Goldman) in the Brewster Carriage (also known as a Victoria or Cabriolet) at White Chimneys Estate. The Brewster Carriage Company, one of the foremost carriage makers of its day, was founded in 1810.



Band and some speeches, those in attendance were encouraged to go to the nearby Lafayette Fire Company to see historical displays and refreshments. "Lafayette" continued into Lancaster city for bicentennial events including a period ball.

The Lafayette historical tour of Lancaster County continues Monday with events all day at Historic Rock Ford and on Tuesday with a sendoff ceremony at Drumore Estate in Pequea. For mor info, visit lanc.news/LafayetteLancaster.



photos continue on next page >

LAFAYETTE BICENTENNIAL PHOTOS (CONTINUED)



The 3-day event included a ball in period dress on Sunday night, an excellent play about Lafayette's life, and a bagpipe send off from Drumore mansion. Jeff Hery chauffeured Lafayette (Ben Goldman) to the theater in downtown Lancaster. **Left:** A military escort with fife and drum at Historic Rock Ford. More about Lafayette Day 2025: historicrockford.org/special-events/lafayette-day-2025

Right: The Columbia Road Coach, part of the carriage collection at White Chimneys Estate, Lancaster, PA. It was originally owned by Francis Moore, a Washington, D.C. financier and friend of John Jacob Astor. Mr. Moore owned a stage line which ran from Washington, D.C. to Chevy Chase, MD and into the countryside. In 1912, Moore went to England to purchase fox hounds. On the return trip, he and his friends boarded the Titanic and went down with the ship. This particular coach was manufactured in London and purchased for use in the United States. After Mr. Moore's passing, it was in storage for many years before being purchased and set for restoration by Mr. Jack Meyer. For the rest of the collection, see whitechimneysestate.com/carriages.



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!



CAR-TEFACTS

Compiled by Caroline Steinfeld, editor. All photos and information from Smithsonian Institution, Creative Commons License.

Cars and motors — they're a big part of every aspect of our lives! The Smithsonian Institution, the world's largest museum, education, and research complex, has shared much of their collection online, and some of their exhibits are definitely of interest to those who enjoy classic cars. Do you have or know of a CAR-tefact you'd like to share? Let us know!

TOURING CAR

This wooden car was probably created as a trade sign to hang in the doorway of an automobile mechanic or car dealer. A hole in the bottom of the piece suggests it may also have been used as a weather vane. The car resembles the touring models introduced in the 1920s by Henry Ford to give every American family a car of their own.

Artist: Unidentified (American)

Credit: Smithsonian American Art Museum, Gift of Herbert Waide Hemphill, Jr. and museum purchase made possible by Ralph Cross Johnson

Date: 20th century

Object number: 1986.65.334

Type: Folk art sculpture

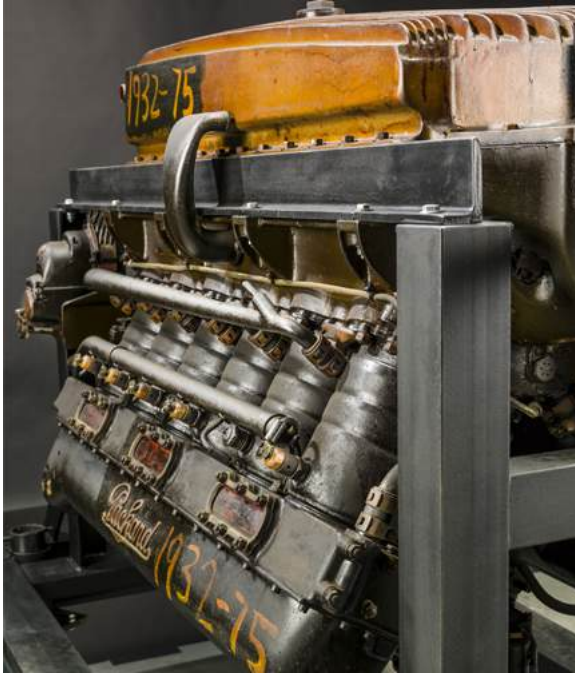
Medium: Carved and painted wood and metal

Dimensions: 111-1/4" x 24-1/2" x 7-7/8" (28.5 x 62.2 x 19.9 cm)

Full details: si.edu/object/touring-car:saam_1986.65.334



CAR-TEFACTS (CONTINUED)



1923 PACKARD INVERTED V-12 ENGINE

In 1923, the Packard Motor Car Company began development of a new series of 12-cylinder aircraft engines that would more fully meet the requirements of the Army and Navy. In these new designs, a great step forward was made in decreasing the weight per horsepower. The first engine employing the new construction, the 268 kW (360 hp) Packard 1300, was built under a Navy contract.

While this engine was under development, Packard obtained an Army contract for a refined and enlarged version known as the 1500. This was superseded by the 2A-1500, built in upright direct drive and geared configurations and inverted direct drive configurations. The inverted engine could be mounted with its propeller shaft on top so that the propeller had maximum ground clearance, and also improved pilot visibility.

Among aircraft powered by this engine were the Curtiss R3C-3 racer, the two-engine Huff-Daland XB-1 bomber, Boeing FB-5 pursuit aircraft, and Navy PN-10 seaplane.

Manufacturer: Packard Motor Car Company
(Detroit, Michigan)

Credit: Transferred from the War Department

Date: Circa 1925

Inventor number: A19320075000

Type: Type: Reciprocating, inverted, V-type, 12-cylinders, liquid cooled

Power rating: 447 kW (600 hp) at 2,500 rpm

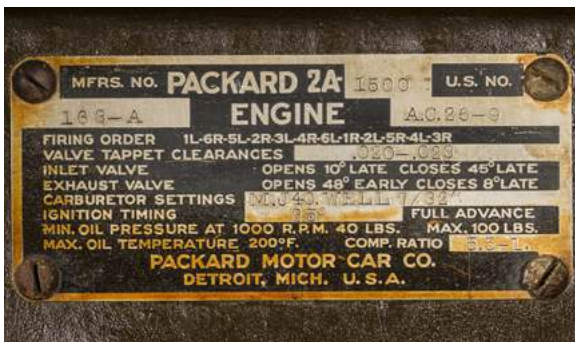
Displacement: 25.1 L (1530.4 cu in.)

Bore and Stroke: 136.5 mm (5.375 in.) x 139.7 mm (5.5 in.)

Weight: 354 kg (780 lb)

Dimensions: Length 162.4 cm (63.94 in.), Width 68.2 cm (26.87 in.), Height 87.8 cm (34.56 in.)

Full details: si.edu/object/packard-2a-1500-inverted-v-12-engine:nasm_A19320075000



1934 V-16 CADILLAC

Article and photos by Steven L. Nannini, Tucson, AZ

Over the last 45 years I've been fortunate enough to restore many Classic Cars, most of which have received First Place Awards at CCCA, AACA, Rolls-Royce Club of America, ACD, and Cadillac La Salle Club. Although my primary efforts have been focused on Real Estate Development in Tucson, Arizona, I have also devoted time and effort towards producing some of the most historic and magnificent restorations of the Classic Cars Era (1930-1940). In fact, my one-off Duesenberg won First Place in Auburn, Indiana at ACD in 1988 and was restored in honor of its second owner, Jerry Gebby (572AJS).

My collection has focused on 100 point V-16 Cadillacs, the most famous of which was the first V-16 presented by Harley Earl in New York City at the Waldorf Astoria Hotel in 1930. This V-16 was an Imperial Landaulette featuring the all new and magnificent V-16 engine and was immediately sold to Col. C.C. Howard, the largest Buick dealer in America, who also owned Seabiscuit, a Kentucky Derby winner.

Currently in my restoration shop in Tucson I have restored a very interesting and historical 1934 V-16 Cadillac Town Sedan (which was also called a Club Sedan). The brief history of this V-16 is intriguing to say the least and incumbent upon me to document.

Much to the chagrin of W.O. Bentley, in 1931 Rolls-Royce Motor Cars acquired the Bentley Motor Car Company. Since W.O. and Henry Royce were competitors, the idea of Bentley now under the control of Henry Royce and the Rolls-Royce company created ill feelings between W.O. and Henry. In any event, these two icons of automobile history were now working for one manufacturer, namely Rolls-

Royce Motor Cars.

Both W.O. and Henry had a mutual respect for each other, but this relationship was not particularly friendly. As it turns out, Henry passed away in 1933 and W.O. became a part of the development team for Rolls-Royce as a consultant and test driver for both Rolls-Royce and Bentley. The nature of Bentley Motor Cars and its racing history now became a thing of the past, since Rolls-Royce was more interested in luxury automobiles, not competing at Le Mans as a high performance race car.

continued on next page >



1934 V-16 CADILLAC (CONTINUED)

In 1934, Rolls-Royce realized that the 6 cylinder Phantom II Rolls-Royce engine was outdated and that the American market was looking for a multi-cylinder automobile that could outperform the Phantom II models of the early '30s. During a high level meeting with engineers and designers from Rolls-Royce, Rolls-Royce decided their future success required a larger, more powerful engine for their next generation automobile, the Phantom III. W.O. participated in these meetings with the Rolls-Royce designers. Since Rolls-Royce did not have a sophisticated Research & Development Department (like so many of the American companies), and now that Henry was gone, the future for Rolls-Royce would best be served by redesigning the chassis and engine for the PIII. At the urging of W.O. and others in Rolls-Royce, the decision was made to purchase an American multi-cylinder automobile and reverse engineer the American-designed product to suit the needs of the all new Rolls-Royce Phantom III.

On March 13, 1934, Rolls-Royce Motor Cars, Derby, England, ordered a V-16 Cadillac from Cadillac Motor Car Company, New York, New York (Build Sheet enclosed). The car ordered by Rolls-Royce was to be identified as 5100024 with a Fleetwood body and coachwork of a 7-passenger limousine (Fleetwood Style Number 6275). This particular V-16 was very well documented by W.O. himself in his book "The Cars in My Life," first published in December 1961. As W.O. says in his book, the V-16 was purchased for "experimental purposes", since the term "reverse engineering" was coined at a later date. Unfortunately, the full documentation after reassembly and leaving the Rolls-Royce factory is unknown.

According to the factory build sheet, the correct identification number stamped on the engine is 5100024. Since Cadillac bodied its own cars and did not like other coachbuilders installing bodies on a V-16 Cadillac, very rarely will you find a coachbuilder other than Fleetwood on a V-16. Because of this fact, a V-16 Cadillac with a Fleetwood body is the most prominent feature of all V-16s other than the V-16 engine.



The accompanying pictures provide some idea of the current state of this magnificent V-16 Cadillac (100 Points), although viewing this V-16 in person is far superior. In any event, there is no doubt that the 1934 V-16 Cadillac with its 154 inch wheel base (20 feet 4 inches long) is the most valuable and collectible Cadillac ever produced. Some Cadillac owners may say the 1930-31 V-16 Cadillac Roadster is the ultimate Collector Car, but that assertion would be incorrect; with all the engineering features of a 1934 V-16, including the Art Deco styling and bi-plane bumpers, the 1934 production year is the most important and valuable Cadillac ever produced. To add to this historical fact, Rolls-Royce singled out this particular V-16 (5100024) as the ultimate American multi-cylinder car with its advanced engineering and design, and therefore placed its order with Cadillac Motor Car Company in 1934.

As the "final nail in the coffin", this exact V-16 was test driven 10,000 miles by W.O. Bentley. After the test drive, when asked by the Rolls-Royce engineers what he thought of this V-16 Cadillac, his response was very precise: "My chief memories of this automobile (although that term is inadequate) were its astonishing refinement with perhaps the most completely successful elimination of evidence that explosions were occurring under the bonnet ever obtained in a motor car." Yes, the V-16 was quieter than a Rolls-Royce, according to W.O.!

WHAT MORE CAN I SAY?



Howard Schaevitz: A Celebration of Life



August 14, 1941 - January 6, 2025

Howard A. Schaevitz passed away in January 2025. He was a lifelong resident of New Jersey. Howard graduated in 1965 from the University of Pennsylvania with a degree in engineering. He went into the family business of developing micro sensors and eventually started companies of his own. His son Harold has started his own sensor business and is an auto enthusiast himself.

I met Howard briefly at the Centennial meet in Warren, OH. He was in a conversation with Terry Martin and some of the other Early Packard folks. What a sight to see that fine line of Packards from #1 to the Model 30s! Howard and his wife Gail had their 1902 Model F there, probably the largest gathering of pre-WWI Packards in club history.

About a year later, I found out that he lived about 20 minutes from my home. I contacted him and was invited over, and my education on early cars started on that day. Within an hour, we were

driving along the Delaware River on his 1912 Model 30 at 50 mph! Howard was a great mechanic, and his knowledge of early Packards was second to none. While working on his cars in his garage, he would not answer his phone; he would tell me to grab the phone and take a message. A gentleman from California called a number of times, and I relayed his questions to Howard, who was working under a car.

Later that day, he told me Phil was another of his Packard buddies. He neglected to tell me that I was speaking with one of my heroes, Phil Hill, the legendary racecar driver! Typical Howard. Whether he was speaking with his landscaper or the president of Ford, his demeanor and friendly personality never changed. Howard's circle of friends in business included many brilliant people, and his circle of friends in the early car world was equally brilliant. Collectors like Fred Hoch, Doctor Fred Simeon, and Richard Cantwell were lifelong friends. Other friends like Bob Eurasquin, Jim Brodes, Terry Martin, Glen Miller, and Bob McKeown and so many others were "the gang" of early automobilists, usually gathering at Hershey every year. Howard's multi-level brick garage at his home on the Delaware River was another gathering spot, with Howard and Gail hosting many club events. Their home was built around 1917 and used by the state of New Jersey and hosted reunions of Civil War veterans. I have seen pictures of some of those veterans in Twin Six Packards. Maybe some of the ones Howard eventually owned?

Needless to say, Howard loved to work on his own cars and then drive them along the Delaware River to Roebbing, about 10 miles north. He would drive up, and I would drive back. What a thrill to get to drive Packards from 1902 to 1917. His 1902 Model F participated in many tours through the years, including London to Brighton twice, and it's now in the Packard Museum in Warren along with the 1900 Packard that Howard and Gail donated. If we were working on one of his cars and something would go wrong, Howard would say, "Let's try that again with enthusiasm." I believe he lived his life that way - in business and with his family and friends.

Howard is survived by his wife Gail, his son Harold, his daughters Annette and Tama, and many grandchildren. This past Pebble Beach, Gail showed their 1915 3-38 Phaeton. It received a first in class; that's for you, Howard.

- Andrew J. Rosen



BILL WALTER SR. AND HIS AERO-DYNAMIC COUPE

by Jack Hotz

Although 1933 was the depth of the Depression, many automobile manufacturers had hopes for better times, as seen at the displays of concept cars at The Century of Progress Exposition in Chicago. Packard had their gold-plated Dietrich sedan, Pierce had their Silver Arrow, and Cadillac showed a sixteen-cylinder Aero-Dynamic Coupe. It is unusual for any concept car to be commercially reproduced, but the Aero coupe had many easily reproduced panels and appointments and was sold from 1934 to 1937. Obviously they were for a limited market, being priced at \$8,150 in a severely depressed market where a new Ford was priced between \$550 and \$600. In the years from 1934 to 1937, there were only 20 Aero-Dynamic Coupes built. They were offered with V-8, V-12, and V-16 engines. As best as I can discover, there were only 8 V-16 Aero Coupes sold, all on the 154-inch wheelbase. I have seen 3 of the 8, and it would be interesting to find the others and, like the Tucker folks, account for every one produced.

William T. Walter Sr. of Drexel Hill, PA bought his 1934 Aero Coupe in 1946 with 75,000 miles on it. Possibly some old time CCCA members could remember him driving on many CARavans with this car. I have heard he put 125,000 miles on this car before he sold it. Unfortunately I didn't know Mr. Walter, but I did know both his sons, Bill Jr. and Ted. They told



Top: Mr. William T. Walter Sr. with his Aero-Dynamic Coupe. **Middle:** Mr. Walter with his Aero Coupe on display. When I last saw this car it still had the single big light.

Bottom: Rear view of Mr. Walter's Aero. Notice the plate number 3416 (1934, V-16).
Photos by Jack Hotz.

continued on next page >

BILL WALTER'S COUPE (CONTINUED)

me their mother drove them to school in the Aero, as it was the family's daily driver at times. Of the 3 cars produced in 1934, Mr. Walter owned number 3. Although the car weighed 6400 pounds, it could cruise at 70 mph, getting 9 to 10 mpg. The mechanical brakes were assisted by a power booster, so stopping this heavy car was not a problem. At the time it was sold by Mr. Walter, it had over 200,000 miles on the engine, which still had the original pistons and bearings. That says something about the quality of the overhead-valve V-16 engine.

Today, this car is in the BlackHawk Museum in CA.



Top: These are the roof trusses on the Aero-Dynamic Coupe owned by Ross Morgan, Perth, Australia. This car is a 1934, so it is either car #1 or car #2.

Middle: Rear panels of Aero-Dynamic Coupe owned by Ross Morgan (2014) Now finished.

Bottom: Front view Ross Morgan's Aero Coupe (2014) Now finished. Photos by Jack Hotz.

Right: An Aero Coupe at a Cadillac & LaSalle Grand National Meet in CA. I should have taken more pictures and more info on this car.. Photo by Jack Hotz.

photos continued on next page >

CAR JOKE OF THE DAY

Q: What has ten letters
and starts with G-A-S?

A: Automobile.



BILL WALTER'S COUPE - PHOTOS (CONTINUED)



"THE TRULY GREAT CARS GET DRIVEN. IF THIS IS TRUE, THEN 200,000 MILES LETS YOU KNOW THIS ONE WAS WELL LOVED."

- ROBERT PRAETORIUS

Above: 1934 CAD. V16, Bill Walter's famous coupe, 1959. Note '35-style bumpers on Bill's '34 Aero Coupe. **Right:** Bill Walter sits on his 1934 V16 rear bumper at Linvilla, May 2, 1981. That's the man himself sitting on the rear bumper. Photos by Cliff Woodbury.



DIRECTOR'S MESSAGE (CONTINUED FROM P. 1)

One can easily get lost back there and drive for miles without seeing any people. It's these moments that man and machine become magic. You find the sweet spot with the engine rpm, and the car and driver settle into a zone that can almost be endless. It's these moments that I cherish the most with my cars. Each one has its own uniqueness that I have grown to respect and appreciate. This is the reason why they're in my stable. I hope every member can get out of the

hustle and bustle and find their own sweet spot with their favorite ride. One day the ride will be over, and I'm going to preserve that memory with a smile on my face. Life is a journey, and it's all about the ride.

*Robert Praetorius,
Director*



BLACK FRIDAY OPEN GARAGE EVENT

DELAWARE VALLEY REGION

Classic Car Club
of America



FRIDAY, NOVEMBER 28, 2025
10 AM - 4 PM

**Join us at the Lee Garage
on the Friday after
Thanksgiving for a day of
cars, food, and
camaraderie.**

**A relaxing day before the
hustle and bustle begins
and our cars get put
away for the winter.**

Coffee
Donuts
Chili
Beer
Whisk(e)y
... and more!



*Arrive in any
"interesting" car
and get preferred
parking.*

*The rest of you –
please park on
the street.*



RSVP to Tom Lee -- tomlee72@mac.com or 610.212.5047
3207 / 3211 Sawmill Road, Newtown Square, PA 19073

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

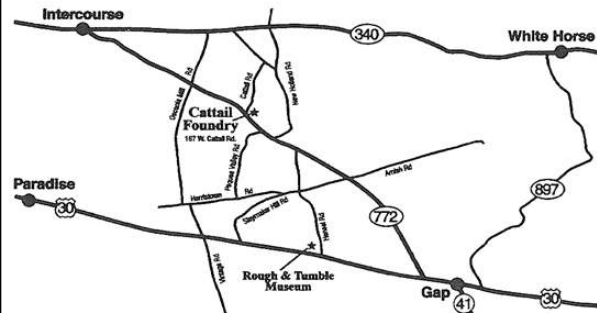


CATTAIL FOUNDRY

*Grey Iron & Aluminum Castings
Steam Related Plumbing Supplies
Soil Sterilizing with Steam*

EMANUEL J. KING
Voice mail 717-768-7323

167 W. Cattail Road
Gordonville, PA 17529



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
- **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



CLASSIC AUTO MALL
podcast
Tune in SAT 9AM EST
AmericasWebRadio.com

6180 Morgantown Road, Morgantown, PA 15543
(888) 227-0914 www.ClassicAutoMall.com

VENDORS



www.marmoraautoservice.com



MARMORA
AUTO & TRUCK SERVICE CENTER

Louis Daloisio
1231 ROUTE 9S
OCEAN VIEW, NJ 08230
PH: 609-390-0001
FAX: 609-390-0062

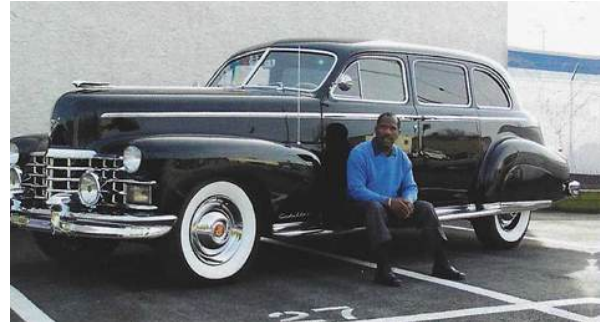


Master Certified

"Keeping Pace Today With The Automotive Technology Of Tomorrow"

Richard Taylor

Lettering, Pinstriping & Signs Service



Banners
Magnetics
Pinstriping
Vehicle Lettering
Vehicle Graphics
Window Lettering
Contractor Signs

Logo Design
Digital Prints
Coroplast Signs
Wood Signs
Decals
Sign Boxes
& Much More!

Phone: 215-407-7015 Fax: 215-248-4007

Email: deacon8633@msn.com

Producing NEW Antique Automobile

Hi-Speed Ring & Pinions



Current makes supplied: Duesenberg, Packard, Buick
Call us at (248)797-8781 for pricing & availability



EDL Services

www.edlservicesllc.com

1135 Badder Drive, Troy, MI 48083



Services include:

- Full Restorations
- R&P Installations
- Engine Rebuilds