

It's all about the ride.

DIRECTOR'S MESSAGE

I would like to wish everyone a happy and healthy new year. I had several health issues last year that slowed me down a little, so 2026 is looking like a great year.

The past several weeks have been a little cold, and some of our northern members in the Delaware Valley Region may have even actually got a little snow.

I would like to put the weather in the Delaware Valley Region in perspective. I grew up in Upstate NY, and I have a brother who still lives in Syracuse. As some of you may know, western NY can get some really big snow depending on which way the wind blows.

My brother has three categories for determining snow fall in western NY.

- 1) "A little" is about 3-6 inches.
- 2) "A lot" is 12-18 inches
- 3) "A shitload" is two feet or more.

Syracuse got three feet of snow during the week of Christmas.



My sister lived in Buffalo NY in 2015 when they got 6 feet of snow. She sent me a picture of a local diner that had a sign out front. It read, "What is six feet of snow in Buffalo NY? Tuesday". So we should all be grateful for the weather in the Delaware Valley Region.

With our cars tucked away, I hope you're addressing any mechanical issues that may have popped up this past

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UPCOMING EVENTS

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

CLC/DVR Sunday Brunch at the Desmond Hotel

15 March 2026 | Malvern, PA
RSVP to Donald Miller, 484-401-2405

DVR/CLC Plumbo-Buckley Museum Tour

11 April 2026 | Egg Harbor Twp, NJ
RSVP to Robert Praetorius, 609-231-8347

Old Dominion Packard Club Spring Tour

22-26 April 2026 | Shepherdstown, WV
Register online at olddominionpackardclub.org or RSVP to Craig Coulombie at Coulombie@gmail.com

CLC/DVR Tour the Scott Nickett Collection

3 May 2026 | Doylestown, PA
RSVP to Michael Stinson 267-251-8588

CCCA New England Region Grand Classic

4-6 June 2026 | Sandwich, MA
Register online at www.classiccarclub.org

The 2026 CCCA Museum Experience, "Hidden Treasures"

5-7 June 2026 | Hickory Corners, MI
Register online at www.gilmoresarmuseum.org

DVR Black Friday Event at Tom & Jill Lee's Open House

27 November 2026 | Newtown Square, PA
RSVP to Tom Lee, 610-212-5047

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

DVR ACTIVITY: Tom Lee's Open House, 28 November 2025

Photos by Jack Hotz, reprinted with permission.

Tom Lee once again invited all CCCA members to an open house at his garage. He and Jill offered a luncheon spread including home made chili for the attendees.

Right: This lovely 1933 Pierce-Arrow is owned by Ross Meyer. **Below:** The Pierce Arrow mascot / hood ornament. **Lower Right:** This snazzy Bugatti is owned by Thomas Heckman. **Bottom left:** Jensen Interceptor III owned by Joel Givner.



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PHOTOS FROM Tom LEE's OPEN HOUSE (CONTINUED)

Right: Early Duesenberg owned by Ted Riemel.

Below: The Duesenberg mascot / hood ornament.

Lower Right: 1931 Duesenberg owned by Ted Riemel.



MORE On CADILLAC AERO DYNAMIC COUPES

by Jack Hotz

This is a continuation of the subject begun in the DVRCCCA newsletter 2025 Vol. 4, "Bill Walter Sr. and His Aero-Dynamic Coupe" by Jack Hotz, p. 17.

In putting together the information on the Bill Walter Aero-Dynamic Coupe, I became interested in 'the rest of the story,' as someone said on the radio. With the help of Jeff Hansen, who is techie enough to access back issues of the Cadillac & LaSalle Club newsletter, 'The Self Starter', I uncovered an article from 1974 titled 'The World's Fair Cadillac,' sub-titled 'The Fleetwood Aerodynamic Coupe 1934-1937' by Robert DeMars, apparently as part of a larger work, 'The Development, Evolution & Influence Cadillacs Phantom Fastback of the 1930's.' Mr. DeMars, who at the time of the article owned the 1935 Aero # 11 with a V-12 engine, described the development of the coupe for the World's Fair in Chicago in 1933. This special show car was used by William Knudsen, Executive Vice President of GM, until he received the first production Aero Coupe, body #1. The possible existence of either of these cars is unknown.

The production cars, all 20 of them, had some modifications from the World's Fair car. As listed by Mr. DeMars, they were built with no rain gutters, which may have contributed to early destruction of interiors and bodies; the license plate was no longer recessed; and by 1974 only body #2 on a V-8 chassis still had bi-plane bumpers. These autos also had a 36 degree slant to the windshield and the first solid all steel top. Mr. DeMars's article runs to 8 pages, and I would love to include it all, especially the part about the aerodynamic design and how it influenced the style of cars into the 40's. The Pierce-Arrow's design of the stunning Silver-Arrow, although too late to save the company, rivaled the creativity of the GM designers: Packard had the LeBaron Fastback on the V-12 Chassis and Chrysler introduced the streamlined Airflow. The race was on!

Since I am including the production of all aerodynamic bodies, the following chart, which was accurate at the time of publication in 1974 shows the known survivors.

Year	Body No.	Engine	Owner	Condition
1934	2	V-8	Jim Weston, San Francisco, CA	Excellent Original
1934	3	V-16	William Walter, Drexel Hill, PA	Restored
1934	5	V-16	Grady Paine, Long Beach, CA	Unrestored
1935	11	V-12	Robert DeMars, Hollywood, CA	Original
1936	?	V-16	Robert Day, Los Angeles, CA	In Restoration
1937	20	V-16	Jack Nethercutt Los Angeles, CA	In Restoration

This article prompted a reply in 1975 from Mr. Everett J. Adams of Adams Custom Engines in Sparks, NV. He was in the process of restoring an Aerodynamic Coupe which had been stored in the Miramar Hotel, one block from the Pacific Ocean, since the 50's. Still owned by the original family and showing signs of having been well used over the years — plus the corrosive effects of the salt air — it desperately needed a total restoration. On disassembly it was determined this was a 1936 Aero body number 13 with a V-16 engine.

We know body 3 is now fully restored and in the Blackhawk Museum Collection in Sylmar, CA. I have seen body 5 in Perth, Australia, now fully restored and being driven by Ross Morgan. And body 20 is fully restored and in the Nethercutt Museum. We can only assume body 13, owned and restored by the original family, probably still exists. But the rest of production — who knows?

There were a total of 8 V-16s produced, in 1975 we knew of the location of 5 of them. The other 12

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MORE ON CADILLAC AERODYNAMIC COUPES (CONTINUED)

production cars were a mix of V-8 and V-12 cars. Only three Aero Coupes were built in 1934. Cars 3 and 5 are listed above as survivors, but rumor was that William Knudsen's car, body 1, was for sale at Giant Motors in Little Ferry, NJ, in 1956! Maybe it still exists, gathering dust out there in some forgotten barn in northern New Jersey or southern New York?

Checking through the car listings in both the Cadillac & LaSalle and CCCA directories only lists car number 5 as belonging to either car club. I know this car is being shown and driven regularly by Ross Morgan in Australia.

I have only put this information together for my own interest; it is by no means a thoroughly researched project. The hard work on Aerodynamic Coupes was done years ago in the early 60's and in 1974 and '75. All the honors go to the following contributors: Bob Mellin, Everett Adams, Robert DeMars, Dave Holls, Jim Weston, Paul Shinnerer, and Mr. and Mrs. Grady Paine. And thanks to Ross Morgan for restoring body number 5 and allowing me to use pictures of it.

Addendum: The William Walter car was offered at auction by Broad Arrow Auctions in 2023 from the Academy of Art University Collection and sold for \$940,000! Apparently this car has been auctioned a number of times since I saw it at the Blackhawk.

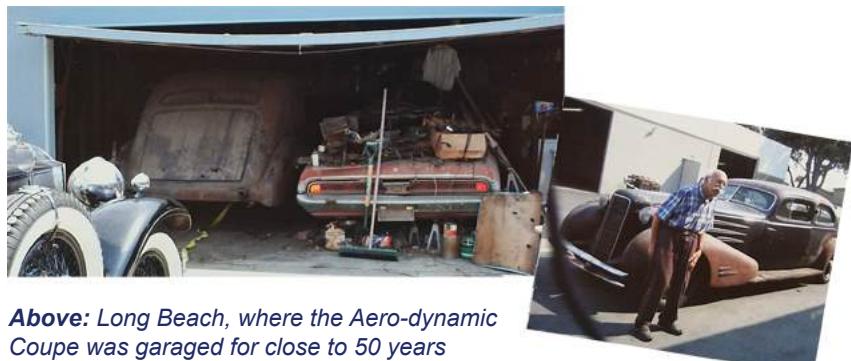


MORE ABOUT THE 1934 AERO-DYNAMIC SERIES 452D, ENGINE #5100060, BODY 5



1st owner Walter N. Knauth's name is engraved on the steering wheel horn button

- 23rd March, 1934: shipped to Jacksonville, FL
- Color: "Lamar Tan"
- 154" wheelbase
- 45 deg. 452 cu in, 7.4 L V-16
- Optioned with Silver Goddess, radio, flexible steering wheel, trunk rack, chrome hub caps
- One of just 60 Cadillac V-16s built in 1934
- Ordered by first owner Mr. Walter N. Knauth, a wholesale lumber merchant
- 1950s: used in Pasadena area for towing gliders
- Sat at the Mojave Airport for many years
- Purchased by car collector Joe Runyan
- 1957: Purchased from Runyan by Grady Payne of Long Beach
- 1957-2009: garaged, never driven
- 2009: shipped to Australia
- Restoration started, then stopped; recommenced in 2022
- Five of the 8 Aero-dynamic Coupe (V-16s) known to exist



Above: Long Beach, where the Aero-dynamic Coupe was garaged for close to 50 years
Right: Grady Payne, 3rd or 4th owner

VINTAGE ADS - GOTTA LOVE 'EM!

As long as there have been cars, drivers have been seeking ways to enjoy the ride even more. Jack Hotz submitted these three vintage magazine ads from 1931. First up is praise for Tropic-Aire, the original fan-equipped hot water automobile heater:



'After the dance, a chilly ride home is dangerous'

• As a car owner you must accept a definite responsibility for not only the safety but the *health* of your family and guests.

• Never require them to dash from a super-heated atmosphere to a frigid car. Don't risk their health or yours in a long chilly drive homeward.

• Install Tropic-Aire **NOW!** Learn what it means to bask in June warmth—to have your car filled with pure, healthful air, heated but not "burned out" by exhaust gases when the thermometer outside stands at ten below zero.

• Touch the two-way switch on the instrument board for full volume of heat—moderate volume—or none. Turn the Biplane Deflector—an exclusive Tropic-Aire feature—and you INSTANTLY direct ALL the heat up, down, right or left where most needed. Tropic-Aire's sturdy, permanent construction easily outlasts your present car—and assures equally satisfactory heating for your new one.

• Five models—four front seat and one rear seat—provide the finest heating systems for every car—every make—and every model.

For Your Health's Sake
LEARN MORE OF TROPIC-AIRE

• Here's the cheapest kind of health protection and comfort insurance—call on a Tropic-Aire dealer—let him demonstrate this modern heater. The have one installed without delay. Write us for illustrated literature, with complete description and prices.

TROPIC-AIRE, Inc.
63 Eleventh Avenue, N. E., Minneapolis, Minn.
In Canada: Dominion Chain Company, Limited
Niagara Falls, Ontario


Throws all the heat up
Throws all the heat down
Throws all the heat right
Throws all the heat left
Tropic-Aire Tropous Heater is ideal for Limousines, Town Cars, Cabs, all large cars. Operates independently or in unison with Front Heater. Installed back or front seat or in front of rear seat. Inconspicuous, out of the way.

Final football scores every Saturday afternoon at 5:45 over Columbia stations. Be sure to tune in.
TROPIC-AIRE, Inc.
63 Eleventh Ave., N. E., Minneapolis, Minn.
Canadian: Dominion Chain Company, Limited
Niagara Falls, Ontario
General: Please mail once every circular on Tropic-Aire systems of car heating, with illustrations and full descriptions of Tropic-Aire heaters for all makes and types of cars.

Name _____ Street Number _____ City _____ State _____

Look for these special features in Tropic-Aire

- 1 2-Way Switch
- 2 Biplane Deflector—exclusive—deflects ALL the heat.
- 3 Hamilton Beach Motor—the best made.
- 4 Modine Radiator—copper tubular type
- 5 4-point suspension on Senior Model
- 6 Handsome Chromium-plated front plate.

"After the dance, a chilly ride home is dangerous"

• As a car owner you must accept a definite responsibility for not only the safety but the *health* of your guests.

• Never require them to dash from a super-heated atmosphere to a frigid car. Don't risk their health or yours in a long chilly drive homeward.

• Install Tropic-Aire **NOW!** Learn what it means to bask in June warmth—to have your car filled with pure, healthful air, heated but not "burned out" by exhaust gases when the thermometer outside stands at ten below zero.

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TROPIC-AIRE, Inc.

63 Eleventh Avenue, N. E.,
Minneapolis, Minn.

In Canada: Dominion Chain Company, Limited Niagara Falls, Ontario

The diagram shows how angling the Biplane Deflector differently "Throws all the heat up ... down ... right ... left."

The final paragraph, nearly too small to read, proclaims the Tropic-Aire Heater is "ideal for Limousines, Town Cars, Cabs all large cars. Operates independently or in unison with Front Heater. Installed back or front seat or in front of rear seat. Inconspicuous, out of the way."

In a charming little non sequitur, a box just above the contact form states: "Final football scores every Saturday afternoon at 5:45 over Columbia stations. Be sure to tune in."

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VINTAGE ADS (CONTINUED)

Gentlemen: Please mail at once your circular on Tropic-Aire system of car heating, with illustrations and full descriptions of Tropic-Aire heaters for all sizes and types of cars.

Not to be forgotten is the Gilbert Electric Humidifier, also from 1931, shown at right:

Do something about that dried-out air in your home and office this Winter. The new Gilbert Electric Humidifier revitalizes indoor air by throwing moisture into it. Not steam, but unheated vapor. It is automatic, portable, inexpensive. It protects your family's health. It prevents dry, aging complexions. It prevents floors from warping, doors from shrinking, furniture from cracking. See it demonstrated at any modern store. Any one who values his health will be interested in the new Gilbert booklet, *"The Menace of Over-dry Indoor Air."* Just mail the coupon.



● Do something about that dried-out air in your home and office this Winter. The new Gilbert Electric Humidifier revitalizes indoor air by throwing moisture into it. Not steam, but unheated vapor. It is automatic, portable, inexpensive. It protects your family's health. It prevents dry, aging complexions. It prevents floors from warping, doors from shrinking, furniture from cracking. See it demonstrated at any modern store. Any one who values his health will be interested in the new Gilbert booklet, *"The Menace of Over-dry Indoor Air."* Just mail the coupon.

GILBERT
 • electric
 • humidifier
 BOOKLET FREE
 THE A. C. GILBERT CO.,
 227 Erector Square, New Haven, Conn.
 Send me the free booklet, *"The Menace of Over-dry Indoor Air."*
 Name _____
 Address _____

CAR-TEFACTS: AUTO VASES

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

The auto vase, a term coined by Henry Ford, began to appear in automobiles as early as 1895. These automobile accessories not only improved the smell, but also added a touch of elegance to any vehicle's interior. Henry Ford was so pleased with these decorative "air-fresheners" that he offered them in his parts department and added them to his system of mass production. An auto vase is comprised of a small bud vase with a bracket that allowed it to be mounted inside the car either on the dashboard or by the passenger side window. Vases came in many designs and colors and in a variety of price ranges. Pressed glass, cut crystal, metal, porcelain, ceramic, and even wood was used for the vases, and they were often paired with brackets that were fancier than the vases themselves. These could be made of silver or even be gold plated. Auto vases were sold in jewelry stores, auto parts stores, and catalogs from companies such as Sears. By the 1930's, with improvements in car batteries and air-conditioning becoming standard in vehicles, the auto vase was no longer necessary, and it faded out of use. Would you like to find a vase for your classic car? Many lovely specimens can be available online at eBay and Etsy.

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 DVRCCCA? Share this newsletter with them!

CAR JOKE OF THE DAY

Q: When is a car not a car?

A: When it turns into a parking lot.



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CAR-TEFACTS (CONTINUED)



ART DECO AUTO VASE WITH CHAIN, CA. 1912-13

This auto vase is hexagonal with six unadorned sides and a point capped with a ball. A chain attaches at two points which allowed the vase to be hung in the car. The opening of the vase is round and much smaller than its size. This was likely a design choice to help keep the flowers secure in the vase.

Credit: Smithsonian Gardens, Horticultural Artifacts Collection. Gift of Frances Jones Poetker.

Origin: Chester, England

Size: 4 1/4 × 1 3/4 in. (10.8 × 4.4 cm)

Marks: *Country of Origin:* Lion passant (England)

City/Region of Origin: 3 wheat sheaves on shield (Chester)

Date letter: script M (1912-1913)

Makers Mark: JD/WD

Details: www.si.edu/object/auto-vase-silver:hac_FJP.1987.076

ART DECO CONE AUTO VASE, CA. 1913-14

Sterling silver cone shaped auto vase. The vase is unadorned with a polished surface and is capped with a silver ball. There is a slight lip around the rim of the vase and inside there are two curved holders for a ribbon, which would allow it to be hung inside a car. There is a mesh screen over the opening of the vase that would have secured the flowers within during a jostling outing on the bumpy roads of the early twentieth century.

Credit: Smithsonian Gardens, Horticultural Artifacts Collection. Gift of Frances Jones Poetker.

Origin: Birmingham, England

Size: 5 1/2 × 1 1/2 in. (14 × 3.8 cm)

Marks: *Country of Origin:* Lion passant (England)

City/Region of Origin: Anchor (Birmingham)

Date letter: O within a shield? (1913-1914)

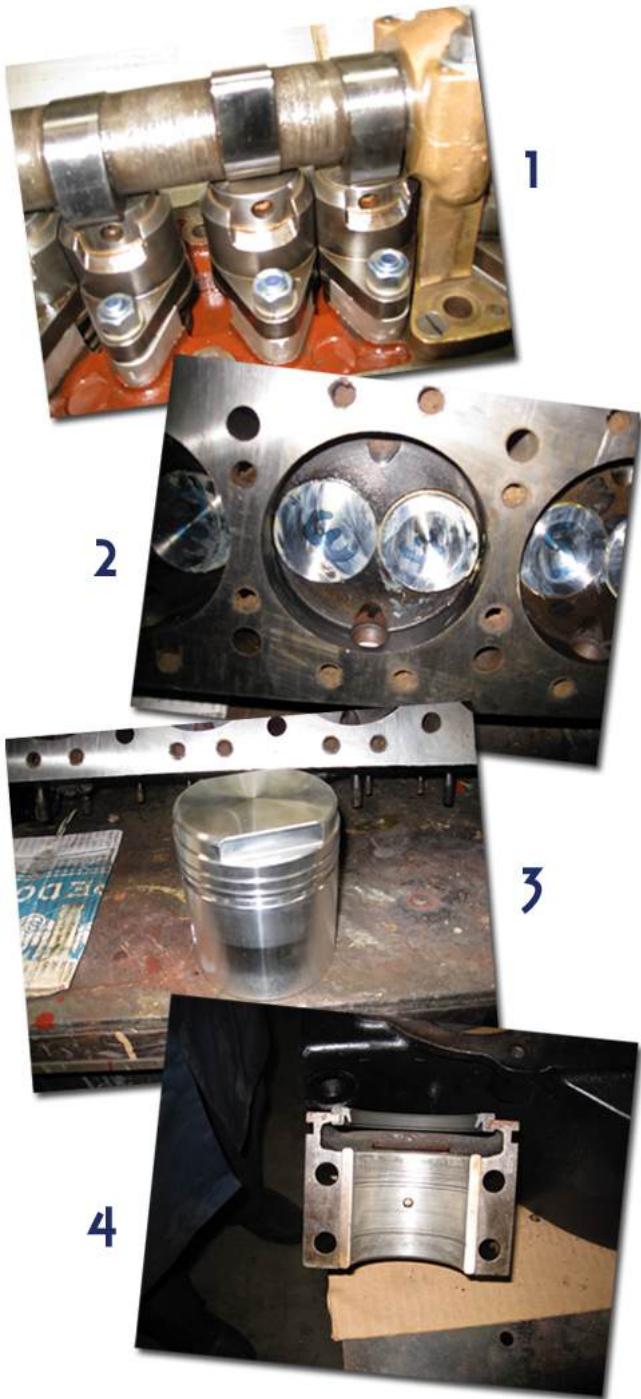
Makers Mark: A&LL

Details: www.si.edu/object/auto-vase-cone:hac_FJP.1987.079



TECH TALK

Article and photos by Robert Praetorius



Top to Bottom: 1) Chevy Vega lifter upgrade with the revised cam regrind. 2) Enlarged intake and exhaust valves installed into the ported head. 3) Arias Piston with 10.5:1 compression ratio. 4) Chevy Big Block rear main oil seal installed into the Stutz block.

The engine is the heart and soul of our cars, and it's what makes them come alive and develop personality. The most efficient engine is the double over head cam with cross air flow design. This DOHC design is used in 90 percent of the cars today.

This design was introduced by a Swiss engineer named Ernest Henry with Peugeot back in 1912. There was also another Swiss Engineer named Marc Birkigt with Hispano Suiza who made an all aluminum single over head cam engine for aircraft in 1911. Hispano Suiza continued this design in their cars after WWI. I could not find any information that these two Swiss Engineers had ever crossed paths.

Peugeot made a monstrous 7.6 liter DOHC four cylinder engine that won the Grand Prix in France in 1912. In 1913, they brought the car to the United States and won many races across the country. Unfortunately, the engine blew up in southern California. Harry Miller was able to acquire the remains. From these remains, Harry was able to design and build his own 4 cylinder DOHC engine, and he sold it to all the racing teams of the day. He had great success producing 4, 8, and 16 cylinder DOHC engines with the cross air flow design all throughout the teens, twenties and thirties of the last century.

The first American production car with a SOHC engine was the Duesenberg Brothers, introduced in 1922. Fred Moscovitz with Stutz followed suit in 1926. The Duesenberg Brothers launched the first DOHC Straight eight engine with 420 cubic inch displacement in 1929. Again, Stutz followed suit in 1931 with a 322 CID straight eight DOHC engine.

The price for innovation and performance was not cheap. Duesenberg sold about 475 of these engines, and Stutz sold only about 200. Both car manufacturers were out of business by 1937. All of the car manufacturers knew machining car engines was the most expensive aspect of manufacturing cars. Making flathead engines was not only cheap and easy, but easy to mass produce, and everybody else was doing it.

When I inherited my father's Stutz projects back in 1999, there weren't any of the DOHC engines to be

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TECH TALK (CONTINUED)

had. Even to this day there are only about one hundred of these DOHC Stutz engines in existence. He did have several of the SOHC engines, so that's what we used for the Stutz Bearcat restoration project.

These are long, straight, heavy engines, and not many machine shops today can handle them. So I enlisted the services of Carl Gardella from Easton Maryland for the engine rebuild. Carl was a WWII navy veteran who fought in the Pacific tour. After the war, he was heavily involved in Stock Car Racing, Drag Racing, and building engines for Speed Boat Racing teams. He and Tom Skinner built a 235 CID GMC stove bolt 6 engine that made over 800 horsepower back in 1967. His drag car set the quarter mile speed record for the 6 cylinder class in the state of NJ and they held it for 18 years. He also restored a 1932 Auburn Boat Tail Speedster that won Best Of Show at the first Concours D'Elegance in St. Michael's, Maryland. Carl was an amazing man. He did all his restoration work himself.

So I loaded all of the Stutz engine parts in the back of a 3/4 truck and drove them to Easton, Maryland. The whole ride down, I'm fearful that he'll take one look of all these rusted parts in the back of my truck and send me home. Well, I finally get there and he opens the tailgate and he just stares at the mess for minutes. Finally I ask him "What do you think?". He said "If you look at all this rust long enough it starts to make sense". I broke up laughing and told him I grew up in a junkyard, and all these rusted parts never made any sense.

The first thing he examined was the head. He showed me how the intake and exhaust ports were 1-3/8" in diameter, and they maintained a perfect radius for the air to flow into and out of the combustion chamber. The exhaust manifolds were the same and separated the chambers by a good 4 inches. The only negative part he could find was the intake manifold. It was a single carburetor updraft design. Gravity impedes the airflow, and the design starves the front and rear cylinders. Carl said not to worry, he'll fix that.

Carl got into the head first. He enlarged the intake valve 1/4" and the exhaust valve 1/8". Then he opened

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Top to Bottom: 5) Carl installing the new pistons.
6) Flywheel modifications to accept 11 inch high performance Ford clutch and pressure plate. 7) 1984 Ford Truck transmission with overdrive modified to fit Stutz. 8) The finished engine ready to go. The four carb manifold was replaced with a two carb manifold during the dialing-in process.

TECH TALK (CONTINUED)

the ports to match the new openings. He installed spacers under the lifter sleeves and upgraded the lifters to Chevy Vega lifters which had locking set screws. He also crowned the lifter surface. He had new stainless steel valves made and installed them with new valve springs. The cam was reground to have .367 inch lift on the intake and exhaust lobes. He had the duration set to 238 degrees on the intake valve lobe and 241 degrees on the exhaust valve lobe with 114 degree overlap between the two. The overlap in degrees is the distance that both intake and exhaust valves are open together in the combustion chamber to help scavenge the spent fumes. This is a very important factor for improving horsepower, and it was leveraged by Offenhauser in his engines during the 1940s and 1950s in the engines used in the Indy cars.

Stutz used aluminum connecting rods to lighten the centrifugal load during operation. However, they also had a tendency to break apart at the higher rpm ranges. To correct this defect, we replaced all the connecting rods with the 1940 Packard Super Eight Connecting rods. These rods are made from forged steel and used standard press-in bearings. The Stutz crank shaft connecting rod journals need to be cut .125" to accept the Packard connecting rod and the press in bearings. Carl also fit the crank to accept a Chevy Big Block oil seal on the rear main. Stutz did not make a rear main oil seal in their engines. The Block was bored .060", and we installed 10.5:1 compression Arias pistons.

Carl cut 30 pounds off the flywheel and drilled and threaded the back side to accept 11" Ford high performance clutch and pressure plate. He then fitted a 1984 Ford four speed truck transition to the Bell housing with a final drive of .833:1 ratio. We then installed a brand new 3.8:1 worm and worm gear in the differential. These drive upgrades allow us to do 70 mph at 2,100 rpm all day long. This car can do 100 mph at 3,800 rpm. Not too bad for a 1933 car with most of its original equipment.

I had a four carb manifold made that was designed to handle four Stromberg 81 carburetors. These were the original carburetors used on the 1932 Ford flat head engines. Unfortunately, the manifold was not made correctly. The poor design dropped the air velocity, and the fuel condensed and did not enter the

combustion chamber. So we built a two carb manifold and mounted a pair of Stromberg 97s to feed the engine. This manifold delivered a much more consistent air/fuel mixture because we maintain the same diameter in the manifold ports as were casted in the heads. Breathing is everything when pursuing engine power.

There were many more upgrades that Carl did to improve the performance of the Stutz motor. The beauty of Carl's rebuild and upgrades was that he used off-the-shelf parts from all different makes and models to achieve his desired output. We did not dyno the engine but he estimated the output to be somewhere between 225-250 horsepower.

If you don't have a SOHC or DOHC engine in your classic, please don't despair. There's a lot to be gained in a flat head engine to improve performance and drivability. The final rear wheel drive ratio is the key factor to maintaining highway speeds. However, after all these engine improvements are completed, you still have to improve the suspension and brakes of the car to support the higher car speeds. Safety is the most important goal when building any car. In the end the finished product is more rewarding than you can ever imagine. Go fast with class and have a blast.



RUSSELL'S PRIDE AND JOY: 1927 LASALLE ROADSTER - RUSSELL & JUDY CLOUGH, VIC AUSTRALIA

Originally presented in CLC Australia's "LaCadd" magazine, March 1988. Reprinted in Sallee Speaks, No 69 Jan 2026. Article and photos used with permission.



Russell and Judy Clough's 1927 Roadster

"PRIDE & JOY," from LA CAD MAGAZINE MARCH 1988

This story started in 1965 at my great-grandmother's 94th birthday party when I was 18 years old and still going to school. I had an Austin 7 which I intended to restore and had just bought an MG for 25 pounds for everyday transport. My uncle realized that I had an interest in old cars and told me that he had an old car in his garage at Geelong which he no longer wanted as it was getting in his way. I had never seen the car but arranged to go and look at it the following weekend. On arrival in Geelong we went to the garage and there was the LaSalle looking a little sad. The radiator shell was rusted, there were a few holes in the body and the paint was rough, but otherwise fairly original. He had owned the car for a long time but it had been off the road for 3 years. We removed the spark plugs and added a teaspoon of oil to each cylinder. (This was apparently recommended practice for engines left standing for some time.) The battery was fitted and after a few revs on the starter she sprang into life with a lot of smoke and noise. At this stage we were quite excited and took the car for a run around the block before deciding to buy it. (The purchase price had not been discussed but we agreed that 20 pounds was a fair price!)

We had come prepared to take the car home and decided to drive it back to Melbourne, as it was too big to tow with the

MG. Having got the car home, I set about tidying it up and making it roadworthy. The cream and dark red paint was sanded back, the rust holes were filled with fiberglass and a new coat of white and blue paint applied with a vacuum cleaner. A new piece of galvanized iron around the muffler and a couple of recaps had the car up and running. Obviously, there was very little spent and the standard of work wasn't great, but in 1966 she was registered and presentable and ready to use. The car was used as a second car in the main, but was often the first car as the MG was often in need of repair. After several years of absolutely trouble-free use, including interstate trips to NSW the makeshift tidyup started to deteriorate and the car was again looking tired.

By this time the wife, the house, the baby and the Jaguar had arrived and the LaSalle was forgotten up the back of the garage. It was to be about eight years before the urge to return to vintage motoring returned. It was obvious that the LaSalle needed major work and we bought an Austin 12 for rallying. The Austin 12 turned out to be an excellent, extremely serviceable and reliable car (some of its engineering detail and construction is very similar to the LaSalle) – however it became apparent that vintage motoring would be enhanced with a larger, more powerful car. The LaSalle up the back of the garage would be the ideal thing.

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RUSSELL'S PRIDE AND JOY (CONTINUED)

About 3 years ago work commenced on restoration, but this time it was decided to do a better job.

With the body removed, the rusty panels were welded with new metal and the old paint removed completely. It took a long time with very little to show and at times it didn't seem that things were progressing at all, but every week as parts were repaired, they were painted or plated, or old broken die castings were re-cast in bronze. Then came the time when the final painting and assembly was required and all of a sudden it once again started to look like a car. It was really starting to look good and we decided that it needed to be professionally upholstered with leather. By the time this was done and a new hood made, we were extremely pleased with the appearance of the car – so much for the pride – the joy was still some time away.

Underneath this flash exterior the car was still mechanically original. The last person to work on the motor was the one who assembled it in the factory new.

The oil pressure was good and the car ran quite well while cold but unfortunately at running temperature it misfired badly and was extremely hard to start and that oil leak was worse than ever. There was no joy in that. Like all intermittent problems it caused a great deal of checking, changing parts and anguish when nothing seemed to help. With the Canberra rally (Easter 1988) getting closer it was decided to strip the engine down and remove that gremlin once and for all. While it was disappointing not to find the source of our problems, it was very pleasing to find all parts of the engine to be like new. The bore was hardly worn, the valves were very good, the rings like new still, and the crankshaft and bearings unmarked – all we could do was lap the valves, fit new rings and gaskets and put it back together, and the problem lingered until a Holden V8 distributor cap and rotor button were modified to fit the LaSalle distributor. The joy was instant. It didn't miss a beat on the pre-Canberra test run to the Ballarat Begonia festival rally and we were pleased to win the trophy for the best roadster.

Now it is truly our pride and joy.

Thanks very much to Hank Eustace who arranged some parts and to Irwin Sinclair for his help, advice and friendship which was invaluable in finishing the car.

- RUSSELL CLOUGH



photos continued on next page >

Russell's Pride and Joy (continued)

More photos of the roadster from John Byrd, the Editor of Sallee Speaks, a few of the many taken to assist in his own ongoing roadster restoration. As can be seen, the 30 year old restoration has stood the test of time.



photos continued on next page >

RUSSELL'S PRIDE AND JOY (CONTINUED)

As of Dec 2025, after four coats of undercoat, the body is ready for paint. As previously decided, we were to go with black guards, bonnet and scuttle and Dulux FC58 blue for rear body and doors however silver and black, that the editor originally was going with, seems the more appropriate colour scheme, as per this Cadillac. This is expected to better highlight the lines of this roadster.



DIRECTOR'S MESSAGE (CONTINUED FROM P. 1)

summer. This is the perfect time to get in there and fix it right and put it to bed. These cars are 80 plus years old, and anything can go wrong on any given Sunday.

The DVR Newsletter is the perfect format to share any issue that you would like to discuss or to gain information on corrective action or upgrades. I'm sure everyone remembers my cracked pick up tube in my gas tank. That defect deviled me for two years. That was an extremely rare defect, and I'm not sure many of the members have experienced that problem. But it's another possibility when experiencing gas delivery issues. The more we communicate, the more we learn.

We welcome any stories that you would like to share about your cars' restoration or history. The story about the husband and wife surviving the Titanic and then fleeing the Nazis in Europe twenty years later was fascinating. I'm glad the aluminum connecting rod didn't fail in the Stutz while they were leaving Europe. The story would have had a totally different ending, and we would have never heard about it.

Maybe there's an event that you would like to host that has classic cars in it. This is the 250th anniversary of our country, and there will be lots of celebrations in our region. Last year Jeff Hery was the escort for the Marquis DeLafayette Celebration and we were his entourage. So if the event involves classic cars, we can work together to support it.

We welcome any input from our membership. Please don't be bashful.

*Robert Praetorius,
Director*



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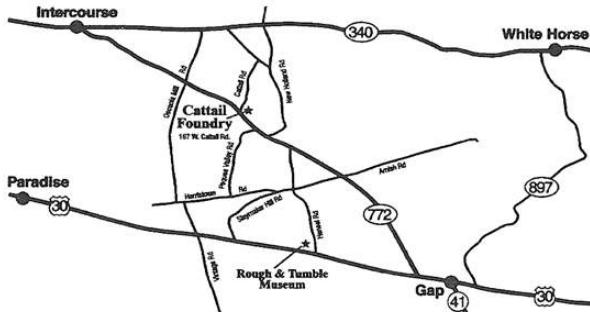
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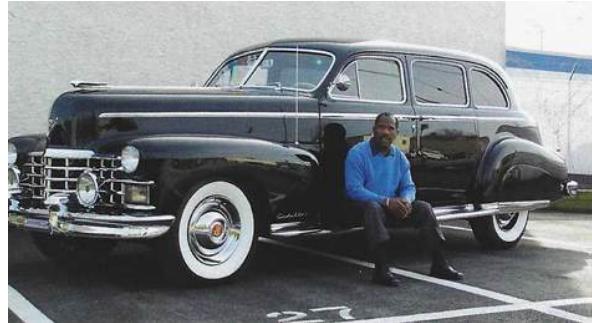
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