



It's all about the ride.

DIRECTOR'S MESSAGE

In the January Newsletter, I talked about the big snow in Syracuse and Buffalo, NY this year and said we should be thankful for the mild winter weather we receive in the Delaware Valley Region. Well, maybe I spoke a little too soon. On February 22, 2026 the coastal North East got bombed with 20 inches of snow and 75 mph winds. It started with rain, turned to sleet and then snow. The trees were coated in freezing rain, and then snow covered and they knocked down power lines everywhere. There were still 25,000 people in Atlantic and Cape May counties with out power five days after the storm.

Dale and I were lucky; we only lost electrical power for one day. So I started digging out the next morning and had our property pretty well cleaned up by 3:00 PM. I hadn't showered since the previous day, and all the snow shoveling had me pretty hot and sweaty. With the power still out we didn't have any water and I really needed to get clean. So I stripped down to my shorts and took a Swedish bath in my backyard. It was cold but invigorating. I can see why the Swedes roll in the cold snow after a hot sauna. I honestly felt 10 years younger, and I felt Like I could play football again.



We have added several events to our calendar for the season, and we hope many of members can make it to some or all of these events. The

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UPCOMING EVENTS

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

DVR/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

CBR/DVR Lunch and Simeone Museum

25 April 2026 | See p. 16 for details

CLC/DVR Tour the Scott Nickett Collection

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

CCCA CAR-avan

11-16 May 2026 | See p. 13 for details

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.gilmorecarmuseum.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 rjpraetorius@gmail.com so he can compile a list.

WILLYS-KNIGHT CLASSICS

By Joe Lucks

The following is a discussion of how I became a collector of Willys-Knight automobiles.

My interest in antique cars started many years ago. In 1971, while I was stationed in Norfolk, Virginia, I bought a local paper called the Tidewater Trading Post. I saw the 1929 Willys-Knight for sale. It was located in Suffolk, Virginia about 5 miles from the North Carolina border. I met the owner, Mr. Gerald Byrd, and watched him start the car with jumper cables from a 12 V battery. Within minutes, we were totally engulfed in a thick cloud of smoke. In spite of the smoke, the engine sounded smooth and strong. It made me wonder, how could an engine that smoked that bad run so good? I told him I would think about it and get back to him.

I visited the library and learned about the Knight sleeve valve engine. The sleeve valves slide in a film of oil. I also noticed that some copper pipes were unattached on the engine. I bought the car and rented a pickup, a tow bar, and a garage space.

I found that the car had what is known as a Skinner Oil Rectifier. A friend, a retired Navy chief, told me about Hemmings Motor News: "the Bible," as he called it. In 1972, I wrote a letter to the president of

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WILLYS-KNIGHT CLASSICS (CONTINUED)

the WOKR, Willys-Overland-Knight Registry. Charlie Weaver provided a photo of a restored 66B sedan in Alaska along with photocopies from the confidential salesman handbook and operation care book. We didn't have computers then, and the only ways to find parts were flea markets and writing letters to advertisers in Hemmings. Most parts had to be made.

After I got the car to a drivable state, I rented a tow bar and pulled it to my grandmother's carport in Lancaster, Pennsylvania. State inspections were required on all cars in Pennsylvania in 1972, and they had to be done every six months. My Willys-Knight was drivable at that point, and it passed inspection. I had done an amateur restoration that remained until 1980, when I totally restored that first car. It is painted in Fitzhenry Brown and Norquay Brown.

From the sales literature, I became interested in other models of the series and thought, wouldn't it be nice to have one of each! I began to research the locations of all known cars listed in the roster. Eventually I acquired the second car, which is a Willys-Knight 66B Coupe. I found this in Appleton, Wisconsin. My friend Lloyd offered to deliver it. It ran well, but the wood was badly dry-rotted. He had purchased it from the widow of the original owner in California. The classic body was built by the Baker-Raulang Company. Its original colors are Swanzy Blue and Lefroy Gray. This is the car MaryAnn and I drove on tour with our Chapter last year. The total trip for us was 100 miles.

There are only about 4 of this model known to exist. My goal regarding restoration has always been to restore the car to its factory condition, including using factory paint schemes and colors. The coupe needed to be completely rewooded,



so I bought a bandsaw to make the many compound curves that were necessary in the framework. In order to cut the wood to the proper shapes, I acquired the original full size body drawings from the WOKR. This was vital to my mission. The car could not have been properly restored without the drawings and information I was able to obtain from the WOKR. The WOKR is not just another car club; it is a valuable resource, having over 13,000 original drawings. (The official WOKR website is www.wokr.org -Ed.)

At this point, it is important to mention that all model 66B Willys-Knight Great Six autos were created ***continued on next page >***

WILLYS-KNIGHT CLASSICS (CONTINUED)

by famous designer Amos Northup. John North Willys wanted to get into an upscale market, and he hired Northup to do just that. Unfortunately, this was 1929, year of the stock market crash. Willys-Knight had earned a prestigious ranking but was only able to survive until 1933, when sleeve valve production ended.

Shortly after I completed the restoration of the coupe, I was lucky enough to find another model 66B. This one was in California, and someone had taken it apart and left it in a warehouse basement for many years. I purchased this car and obtained the necessary drawings to locate and make the necessary parts for another restoration. This 66B is the famous Plaidside Roadster. The fenders and doors of this car had original paint still on them. Its colors were Harper Green and Black, which agreed with the specifications in all factory literature. This body style was built by the Griswold company.

Again, this car needed to be totally rewooded. The body drawings show the species of wood allowed, the joinery, and the grain directions. There are 13 roadsters known to be in existence. While most roadsters were finished in Combination 1 (Harper Green and Black), there was a second option available. Combination 2 was Hermit Brown and Hector Gray.

At this point I now had 3 restored classic Willys-Knights, but the original dealer color catalog shows 4 body styles. How would I ever find the 4th one to complete my collection? As luck would have it, a member of the club had the only one known to exist. Yes, I am talking about the 1930 Willys-Knight 66B Great Coupe. Duane had found this car in Maryland owned by a man who was going to restore it but never did. Duane had it several years but didn't get to it yet, and he gave me the nicest compliment. He said, "I have seen your work, and I would like you to have the car." He offered it to me at a reasonable price, and I was ecstatic. It is finished in original Lindbergh Red and Stone Gray.

There is one more model not shown in the dealers catalog. This is the Willys-Knight Great 6 Touring. There are 2 of these known to exist. I have included a factory photo of this magnificent automobile taken in California. The original colors were Balfour Tan and Bosworth Tan. These full classic cars were the epitome of Willys Overland vehicles and a true testimonial do the high level of engineering and design. If anyone knows of a 66B Touring, please let me know!

- Joe Lucks



CUMMINS DIESEL INDY 500 RACERS

By William Pearce, originally published on oldmachinepress.com, January 20, 2019. Reprinted with permission.

Clessie Lyle Cummins was a self-taught engineer. In 1911, he served on the pit crew for Ray Harroun's #32 Marmon Wasp racer, which won the inaugural Indianapolis 500 race. Clessie went on to start the Cummins Engine Company in 1919 and specialized in diesel engines. The Cummins company struggled in its early years. Initially, Cummins engines found success powering yachts, but the company made efforts to break into the automotive field.

The Great Depression took its toll on Cummins and also affected auto racing. To increase race

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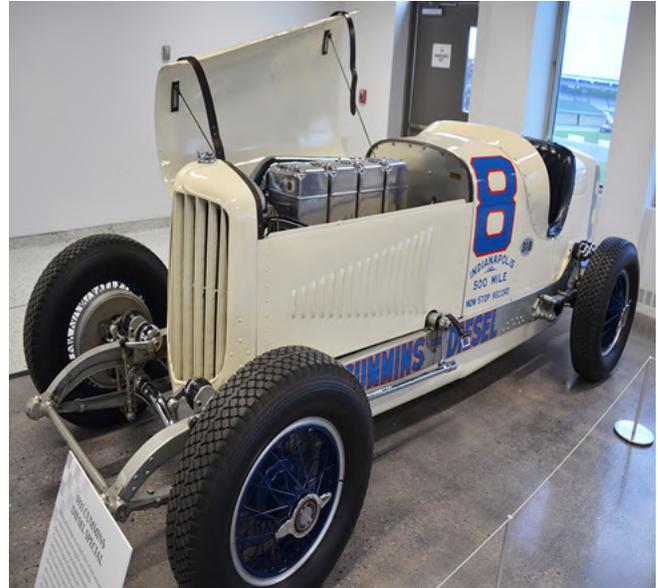
Clessie Cummins in Washington D.C. on tour after setting the diesel speed record at 100.755 mph (162.150 km/h) on 7 February 1931 in Daytona Beach, Florida. The car was slightly modified and entered in the 1931 Indianapolis 500 race. (Indiana Public Media image via flickr.com)

CUMMINS DIESEL INDY 500 RACERS (CONTINUED)

participation, Eddie Rickenbacker, then-owner of the Indianapolis Speedway and American Automobile Association Contest Board president, relaxed the racing rules to allow stock-block engines up to 366 cu in (6.0 L) in 1930. Cummins saw an opportunity to help fill the racing field and gain publicity in the Indianapolis 500 by fielding a diesel-powered racer in the 1931 race. Rickenbacker agreed to the plan and offered Cummins a provisional spot provided the racer could top 80 mph (129 km/h). However, the Cummins entry would not be entitled to any winnings, because of its guaranteed entry into the field.

Cummins contracted Augie Duesenberg to modify a Duesenberg Model A chassis and install a 4-cylinder Cummins Model U engine. The Model U was a marine engine with a 4.5 in (114 mm) bore, a 6.0 in (152 mm) stroke, and a displacement of 382 cu in (6.3 L). To make the engine conform to the displacement limit, the bore of the race engine was decreased by .125 in (3 mm), resulting in a bore of 4.375 in (111 mm). This resulted in a displacement of 361 cu in (5.9L). The engine had been modified with aluminum pistons and two intake valves but retained a single exhaust valve. The race engine produced 85 hp (63 kW) at 1,500 rpm and weighed about 1,600 lb (726 kg).

Clessie Cummins stands behind the Cummins Diesel Special #8 entered in the 1931 Indy 500. Dave Evans and Thane Houser are in the cockpit. Note the racer's height. (IMS image)



The restored #8 displayed in the Indianapolis Motors Speedway Museum. Note the engine's four individual cylinders. (Doctorindy image via Wikimedia Commons)

To test the powertrain, Clessie drove the car to Daytona Beach, Florida and set a diesel flying-mile (1.6-km) speed record at 100.755 mph (162.150 km/h) on 7 February 1931. The racer was then driven to Washington D.C. and back to the Cummins factory, where it was modified in accordance with the Indy 500 rules. Its completed weight was a hefty 3,389 lb (1,537 kg).

For the Indy 500, the car was named the Cummins Diesel Special and given race #8. Dave Evans was the driver with Thane Houser as the riding mechanic / co-driver. The Cummins Diesel Special was regularly driven the 45 miles (72 km) from the Cummins factory in Columbus, Indiana to the Indianapolis Motor Speedway. The Cummins racer qualified at 96.871 mph (155.899 km/h), which was the 43rd fastest car. Since Rickenbacker had guaranteed a spot in the 40-car field, the Cummins Diesel Special was the slowest car in the 1931 Indianapolis 500. However, the Cummins team had a plan to pick up a few spots during the race.

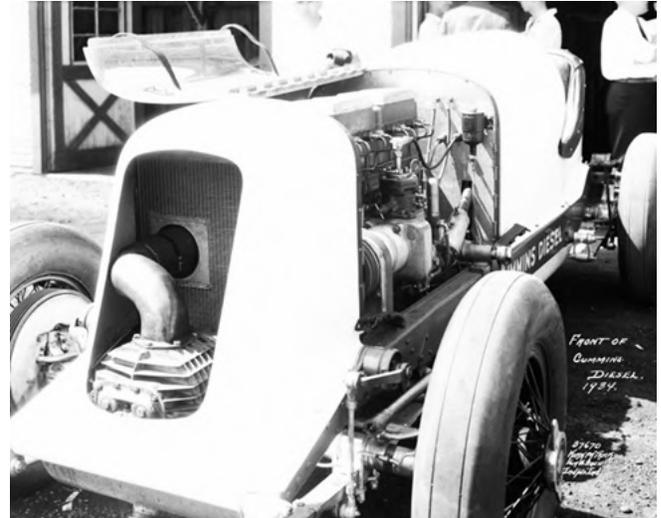
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CUMMINS DIESEL INDY 500 RACERS (CONTINUED)

On race day, 30 May 1931, the Cummins Diesel Special was driven from the factory to the raceway. The racer proved to be slow during the 500-mile (805-km) competition, but the fuel-efficient engine enabled the Cummins Diesel Special to run the entire race without stopping, the first and only racer to accomplish such a feat during the Indy 500. In those days, the race continued after the first-place car finished until each car that could finish had completed the 200 laps. The Cummins Diesel Special completed its 200th lap and finished the race 38 minutes after the race leader, which was enough to secure a 13th place finish. The diesel-powered racer averaged 86.170 mph (138.677 km/h) over the 500-mile (805-km) distance, and the amount of fuel used reportedly cost \$1.40 (\$23 in 2018 USD).

In 1932, Clessie Cummins and William G. Irwin (Cummins' main financial backer) took the racer on a 5,000-mile (8,047-km) tour of Europe. This trip resulted in some modifications to the racer, such as the addition of a windshield and headlights. The Duesenberg-built Cummins Diesel Special was preserved by Cummins and restored to its Indy-race configuration. The car is often displayed in various museums and run on rare occasion at special events.

Dave Evans and Jigger Johnson in the four-stroke #6 at Indy in 1934. The Roots supercharger can just be seen at the front of the car. (IMS image)



The #6 car with the Roots supercharger passing induction air through the radiator and to the engine. (IMS image)

The Cummins Team returned in 1934 to race in the Indy 500. Cummins fielded two Duesenberg-chassis cars for the race, each powered by an experimental, supercharged, aluminum, inline-four engine. The engine had a 4.875 in (124 mm) bore and stroke and displaced 364 cu in (6.0L). The difference between the cars was primarily a difference in engines, with one car using a four-stroke engine and the other car using a two-stroke engine. The Indy 500 race served as a test to compare the two different combustion cycle engines. The Roots-type supercharger was driven from the engine and installed at the front of the car. The supercharger in the four-stroke car took about 7 hp (5 kW) to run, compared with 37 hp (28 kW) for the two-stroke car, which also used the supercharger for cylinder scavenging. The four-stroke engine had one intake valve and one exhaust valve. The two-stroke engine had two exhaust valves and intake ports in the cylinder that were uncovered by the piston. Each engine produced approximately 135 hp (101 kW) at 2,500 rpm. The engines each weighed about 1,000 lb (454 kg), and each car weighed around 3,200 lb (1,451 kg).

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CUMMINS DIESEL INDY 500 RACERS (CONTINUED)

The four-stroke car, race #6, was driven by Dave Evans with John ‘Jigger’ Johnson as the riding mechanic. It qualified in 22nd place at 102.414 mph (164.819 km/h). During the race, #6 made its first pitstop after 200 miles (322 km). Unfortunately, engine torque damaged the transmission as the racer quickly accelerated to reenter the track. This forced Evans and Johnson to retire from the race, and #6 was awarded 19th place. The engine in #6 had operated flawlessly during the race. The car has been preserved by Cummins and is occasionally displayed for special events.

Top: The restored #6 car displayed in the Cummins Museum at the Company’s corporate headquarters in Columbus, Indiana. (Ricky Berkey image) **Bottom:** Clessie Cummins stands by the two-stroke #5 racer at Indy in 1934 with Stubby Stubblefield and Bert Lustig in the cockpit. The Roots supercharger can be seen through the car’s grille. The racer’s 12th place finish is the best for a diesel-powered car in the Indy 500. (Indiana Public Media image via flickr.com)



After Indy, a four-stroke, six-cylinder engine was installed in the #5 racer. Wild Bill Cummings set diesel speed records on Daytona Beach Florida in 1935 and is seen behind the wheel. The front of the car was stretched to accommodate the longer engine. Note the six-to-one exhaust manifold. (Cummins image)

The two-stroke car, race #5, was driven by Stubby (Wilburn Hartwell) Stubblefield with Bert Lustig as the riding mechanic. The car qualified 29th at 105.921 mph (170.463 km/h). Although the two-stroke engine was temperamental, #5 went the distance and finished the 500-mile (805-km) race in 12th place, averaging 88.566 mph (142.533 km/h). Evans took over driving duties from Stubblefield around mid-race. Race #5 was the last car to complete the 200 laps—finishing the race trailing smoke and overheating. After the racer was shut down, the pistons seized in the cylinders. Some sources indicate that Clessie was so displeased with the two-stroke engine that it was tossed into a river as the team made its way back to Columbus. Because of the issues with the two-stroke engine, Cummins subsequently abandoned two-stroke development and focused on four-stroke engines.

Race #5 was later modified (lengthened) to accommodate a four-stroke, six-cylinder engine. Wild Bill Cummings used the updated #5 to set a flying-mile (1.6 km) diesel speed record of 133.023 mph (214.080 km/h) on 1 March 1935. The following day, Cummings increased the record speed to 137.195 mph (220.794 km/h). Cummings in Race #5 also set 5 km (3.1 mi) and 5 mi (8.0 km) records of 126.99 mph (204.37 km/h) and 112.07 mph (180.36 km/h) respectively. However, the event was not sanctioned, and none of these records were internationally recognized. Race #5 was preserved by Cummins in its record-setting form and is occasionally displayed in various museums.

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CUMMINS DIESEL INDY 500 RACERS (CONTINUED)

It was not until 1950 that Cummins returned to the Indy 500. The car was called the Cummins Diesel Special (just like the 1931 entry) and wore race #61. Because of its green color, driver Jimmy Jackson referred to the car as the Green Hornet. The racer consisted of a modified Kurtis Kraft chassis powered by a supercharged inline-six engine based on the Cummins JBS-600 truck engine. The car used disc brakes, which was a first at Indy.

Top: The restored #5 in its Daytona configuration with a four-stroke, six-cylinder engine. The car was displayed for a time at the Auburn-Cord-Duesenberg Museum on account of its Duesenberg chassis. As seen above, #5 is at the Amelia Island Concours d'Elegance in April 2019. (The Southern Concours / John E. Adams image)

Bottom: Jimmy Jackson sits in the 1950 Cummins Diesel Special #61 at Indy. Although much more refined compared to the earlier racers, #61 was still a heavy brute compared to the rest of the field. Induction air was brought in via the front tunnel. The scoop on the engine cowling provided clearance for the cylinder head and airflow to help cool the engine, but overheating was still a problem. (IMS image)



The uncowed #61 with Jackson in the cockpit. Note the crossflow head with the intake manifold on one side and the exhaust manifold on the other. The earlier Indy racers had the intake and exhaust manifolds on the same side (passenger) of the engine. The car's independent front suspension was a first at Indy. (Motor Trend image)

The Roots-type supercharger was crankshaft-driven and mounted in front of the engine. The special engine had four-valves per cylinder and used an aluminum crankcase, cylinder block, and head. Two injectors delivered fuel into each cylinder, and the engine used an early design of what would become Cummins' PT (Pressure-Timed) fuel injection. The engine had a 4.125 in (105 mm) bore and a 5.0 in (127 mm) stroke. It displaced 401 cu in (6.6 L) and produced 320 hp (239 kW) at 4,000 rpm. With the ram-air effect of the racer at speed providing additional boost, the engine's output increased to 340 hp (254 kW) at 4,000 rpm. The engine weighed 860 lb (390 kg).

Despite some difficulty, the diesel-powered Green Hornet eventually qualified for the Indy 500 at 129.208 mph (207.940 km/h), the slowest qualifying speed of the grid. During the race, the car was retired on lap 52, while in 29th place, because of issues with the engine's vibration damper and supercharger drive. Repaired, and at the Bonneville Salt Flats on 11 September 1950, Jackson and the Green Hornet set six International diesel speed records: 163.82 mph (263.64 km/h) over 1 km (.6 mi), 165.23 mph (265.91 km/h) over 1 mile (1.6 km), 164.25 mph (264.33 km/h) over

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CUMMINS DIESEL INDY 500 RACERS (CONTINUED)

5 km (3.1 mi), 161.92 mph (260.59 km/h) over 5 mi (8.0 km), 147.63 mph (237.59 km/h) over 10 km (6.2 mi), and 148.14 mph (238.41 km/h) over 10 mi (16 km). The previous diesel records up to 5 km (3.1 mi) were set by George Eyston and the Flying Spray in April 1936. The previous 5 km (3.1 mi) and 5 mi (8.0 km) records were those set by Wild Bill Cummings and Race #5 in March 1935. The Green Hornet was preserved by Cummins and is often displayed in various museums. On rare occasions, the car is run at special events.

In 1951, Cummins decided to make a serious attempt for the 1952 Indy 500. Clessie's brother Don Cummins headed the team, with Nev Reiners as the chief engineer. Also on the team were Thane Houser (riding mechanic / co-driver for the 1931 Indy effort), Bill Doup, Mike Fellows, Art Eckleman, and Joe Miller. The Cummins Team worked directly with Frank Kurtis of Kurtis Kraft to design a low-slung chassis, and every opportunity was taken to exploit the chassis-engine combination.

Powering the new racer was a further development of the JBS-600-based engine used in the Green Hornet. Since the new engine was turbocharged, it is often referred to as a modified JT-600. The engine consisted

The 1950 racer was nicknamed Green Hornet on account of its paint. After Indy, #61 and Jackson set six diesel speed records at the Bonneville Salt Flats in Utah. The Green Hornet is pictured as displayed in the Indianapolis Motors Speedway Museum. (AutoDesign image)



Freddie Agabashian and crew with the 1952 Cummins Diesel Special #28 at Indy. The engine installed on its side made the car a low and sleek racer. Compare #28's height with that of the earlier racers. (IMS image)

of a magnesium crankcase with an aluminum cylinder bank and head. Concepts from Cummins' NHH-series engines (inline-six laid on its side) were applied to the race engine, and it was installed in the racer's chassis laid over at an 85-degree angle—nearly on its side. This resulted in a very low engine cowling about 23 in (.58 m) above the ground. The turbocharger was installed in front of the engine on the right side of the car and provided up to 20 psi (1.38 bar) of boost. Like with the Green Hornet, a precursor to the Cummins' PT fuel injection system was employed. The engine had a 4.125 in (105 mm) bore, a 5.0 in (127 mm) stroke, and a displacement of 401 cu in (6.6 L). The power produced was 380 hp (283 kW) at 4,000 rpm and 430 hp (321 kW) at 4,500 rpm. The engine weighed around 750 lb (340 kg).

The crankshaft, transmission, and driveline were on the left side of the car, putting 150 lb (68 kg) of weight bias on the left side of the car for better handling around the oval track. The cockpit was offset to the right, and the driver's position was very low, only 4 in (102 mm) off the ground. The racer's configuration resulted in a very low center of gravity, but the car was quite heavy at around 3,100 lb (1,406 kg). The turbocharger was a first at Indy, as was the offset drivetrain and the car's independent front suspension. The aerodynamics of the chassis and bodywork were fine-tuned in a wind tunnel, which was reportedly another Indy first.

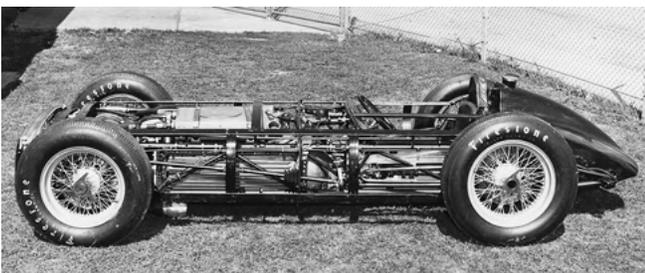
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CUMMINS DIESEL INDY 500 RACERS (CONTINUED)

The car was completed in late 1951, and testing began in November. Again christened as the Cummins Diesel Special, the car was given race #28 and was driven by Freddie Agabashian. Early testing indicated a very fast car, and Agabashian was careful not to reveal the racer's full potential during practice sessions at Indy. Agabashian would not run full power for complete laps because there was some concern that the car would be banned had its true, competitive speed been reached. Fifteen minutes before the end of Pole Day qualifying, Agabashian took #28 out and set a one-lap record at 139.104 mph (223.866 km/h) and a four-lap record at 138.010 mph (222.106 km/h). Agabashian and #28 had qualified in 1st place in a diesel. Agabashian had pushed the racer so hard that he tore the tread off some of the tires. The qualifying record was short-lived, as two cars later qualified with faster speeds, but it was still a major accomplishment for the Cummins Team.

On 30 May 1952, the Indy 500 was run. Agabashian in #28 found the diesel slower to accelerate than the other cars. Another problem cropped up with a buildup of tire rubber debris clogging the turbocharger intake. This issue ultimately caused the turbocharger to fail and forced #28 to retire on lap 71. At that point, Agabashian was in 5th place and had averaged 131.5 mph (211.6 km/h). The race was eventually won at a 130.843 mph (210.571 km/h) average, indicating #28 was keeping pace. Race #28 was credited with a 27th place finish. In short order, rules were changed, and

With the body removed, the compact nature of #28's chassis is revealed. The turbocharger can just be seen between the front tires. On the left side of the car, note the underside of the crankcase and the driveline extending to the rear. (Cummins image)



Agabashian and #28 set off from the pits at Indy for a practice run. Unlike racers of today, the smoke at the back of the car is diesel smoke exhaust and not tire smoke. Note the indentation ahead of the front tire. The body was so wide that body indentations were needed for full lock tire clearance. (Cummins image)

the Cummins Diesel Special was the last diesel-engine racer to compete in the Indy 500.

Race #28 was returned to the Cummins factory in Columbus, Indiana where it was preserved. A restoration in 1968 revealed that the crankshaft had cracked and would have failed completely had the turbocharger issues not brought a halt to #28's race. The racer was occasionally run for special events until 1999. In 2016, the Cummins Diesel Special underwent a restoration and was run for the first time since 1999. The racer is often displayed at the Cummins Museum and run on rare occasion at special events.

In each of its four outings at Indy, Cummins took advantage of rules that enabled the displacement of diesels to be up to twice that of spark-ignition engines. While this did offer an advantage for diesels, nearly everything else about the engine was a disadvantage compared to the standard racers. Cummins used the Indy 500 to showcase its diesel engines, test new technology, and make a statement about diesel power.

A sponsorship agreement between Cummins and the Indianapolis Motor Speedway will provide for all five diesel Indy cars to make a parade lap before the 2019 Indy 500. The event, which coincides with Cummins' 100-year anniversary, will be the first time that the five cars have run together.

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CUMMINS DIESEL INDY 500 RACERS (CONTINUED)

Sources:

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Above: After its 2016 restoration, #28 participated in the 2017 Goodwood Festival of Speed in Chichester, UK. Bruce Watson, a retired Cummins Engineer, is driving the racer and also led the car's restoration. (Steve Siler / Car and Driver image) **Below:** All five of the Cummins Diesel Indy Cars on display in May 2019 prior to the Indy 500 race. (Cummins image)

Ed. note: See videos of classic Cummins on YouTube Starting up #28 in May 2016:

<https://www.youtube.com/shorts/8IUmNMCDUuE>

Cummins Engines YouTube Channel:

<https://www.youtube.com/@CumminsEngines>

Cummins Honors Indy 500 with Legendary 1952

Cummins Diesel Special Startup:

<https://www.youtube.com/watch?v=2U-kJ5u7PEM>

Early Cummins History:

https://www.youtube.com/watch?v=3sQ_eti6qjE



PLUMBO-BUCKLEY OPEN HOUSE

~ You Are Invited ~

Please join the DVR car club on Saturday April 11th for an open house and tour of the Plumbo-Buckley Museum.



This is a rarely seen private collection of cars, motorcycles, boats, gas pumps and automotive memorabilia. Victor and Marie have eclectic tastes, and you will see some beautiful cars like a 1907 Mercedes 60 HP Landulet, 1914 Mercer Model 35J Raceabout, several Cords, and a 1933 Invicta Speedster which has been pursued by Jay Leno. The Delaware Valley Region will provide a hot buffet catered by Carrluccio's Italian Cuisine.

The head count for the caterer must be pre determined by April 1st, so we will not permit walk-ins on the day of the event. If you register and don't show up, you will be billed. Checks are to be made out to: DVR/CCCA and presented at the event.

Time and Place:

11:00 AM until 3:00 PM
316 Oak Avenue
Egg Harbor Township, NJ

Cost and Registration

The cost is \$30.00 per person. If you bring a classic car, the lunch is free. To register for the event please call Robert Praetorius at 609-231-8347 before April 1.

METRO REGION CCA HERITAGE CARAVAN - MAY 11-18, 2026

Step back in time and celebrate the Classic Car Club of America's storied beginnings at the iconic Skytop Lodge, while honoring America's 250th birthday! Cruise through the breathtaking Pocono Mountains as spring bursts into bloom, surrounded by fellow enthusiasts in your cherished Full Classic®. This unforgettable journey blends spectacular scenic drives, exclusive access to world-class collections, rich American history, and the warm camaraderie that defines our Club.

Here are the daily highlights awaiting you:

Monday, May 11 — Arrival at the majestic Skytop Lodge and a festive Welcome Dinner featuring an inspiring historical presentation to kick off the adventure!

Tuesday, May 12 — Immerse yourself in industrial heritage with visits to the Anthracite Heritage Museum and Steamtown National Historic Site in Scranton— marvel at massive steam locomotives and the stories of 19th- and 20th-century coal and steel!

Wednesday, May 13 — A thrilling drive to the private 18th-century Winters Road Farm (picture is an example and not actual farm) of Steve and Susan Babinsky for a complimentary lunch and an exclusive tour of their extraordinary car collection. Then continue to the charming Nassau Inn in Princeton, NJ, for the next two nights.

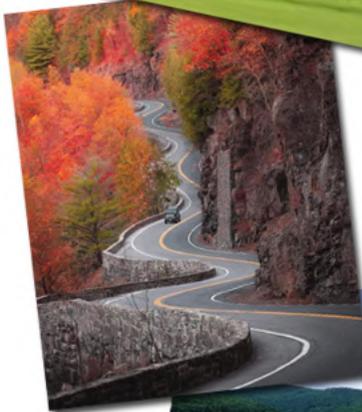
Thursday, May 14 — Patriotic highlights await! Explore Washington Crossing Historic Park and Princeton Battlefield— walk in the footsteps of our nation's founders and relive the pivotal struggles and triumphs that forged American independence. Have a free afternoon exploring Princeton and all it has to offer: the university, art museum, historic sights, shopping and world class restaurants.

Friday, May 15 — Journey to Allentown for a private viewing of the magnificent Nicola Bulgari collection at the NB Center— behold masterpieces restored to breathtaking originality and preserved for future generations. Lunch will be provided in their beautiful stone conference center. Return to Skytop for a lively BBQ Cookout under the stars!

continued on next page >



METRO REGION CCCA HERITAGE CARAVAN (CONTINUED)



Saturday, May 16 — Enjoy a scenic morning drive to the of Buck Hill Falls Resort— site of 20 legendary CCCA Annual Meetings— for memorable photos. Return to Skytop for lunch and a relaxing afternoon enjoying all this historic resort has to offer. Take advantage of all the activities Skytop has to offer, such as golf, hiking, cooking demonstrations, history tours, hayrides, boating, skeet shooting, lawn bowling, flower arranging, axe throwing, tennis, and swimming, just name a few. If you are adventurous, you can even try ziplining!

Sunday, May 17 — One of the East's most picturesque routes: the Upper Delaware Scenic Drive including Hawk's Nest! Savor a fine lunch, compliments of Skip and Susan Tetz, then gather for awards and heartfelt farewells at the grand Final Banquet in Skytop's elegant Windsor Dining Room.

The drive on Sunday May 17, will be a stunner! Skip and Susan Tetz are hosting CARavan participants for a fascinating day. We will start with a beautiful drive through the Northern Poconos to enjoy Lunch at the wonderful Eldred Preserve Resort while we are entertained by a piano and singer. Lunch will be followed by a presentation on the history of the "Borscht Belt," after which we will return to Skytop via the "Hawk's Nest," a snake-like route along the Delaware River with beautiful views.

Monday, May 18 — Departure with hearts full and memories that will last a lifetime.



Activity Fee: \$1,250 per person — includes 16 delicious meals (6 breakfasts, 5 lunches, 4 dinners), all event admissions, and the ever-ready Trouble Truck!

Questions? Contact Larry Malloy at 908-578-5890 or ljmalloy@msn.com.

Make checks payable to: Metro Region CCCA - Mail to: Barbara Pfunke, 6 Schoolhouse Lane, Chester, NJ 07930

Hotel details are on the next page. We can't wait to share these roads, stories, and classics with you in May 2026!

continued on next page >

METRO REGION CCCA HERITAGE CARAVAN (CONTINUED)

250th Anniversary of the U.S.
Metro's Heritage CARavan
May 11-18, 2026

As we celebrate America's 250th Birthday, Metro's CCCA Heritage CARavan brings you back to where the CCCA began—at the Skytop Resort in the Pocono Mountains of Pennsylvania, where we start and end our tour.

Please join us for a wonderful adventure from the coal mines of Scranton to Washington's Crossing and the battlefield of Princeton to returning to the CCCA's roots in the Poconos, we have planned a very exciting CARavan for you that includes important car collections,

historical and cultural surprises and the amazing camaraderie that makes CCCA CARavans so special.

We will be staying in two hotels, the Skytop Resort and the Nassau Inn in Princeton, New Jersey, both offering the best in accommodations. We are excited about what the CARavan is offering and hope you will be able to join us in the fun! The registration form can be found below. We look forward to seeing you next May.

• **Skytop Lodge:** For accessing the block room rates call 855-345-7759 and select option #1 to make a new room reservation. **Guests will need to mention that they are with Metro Region Classic Car Club or reference reservation #713075 in order to receive the group rates.**

• **Nassau Inn:** <https://reservations.travelclick.com/13522?groupID=5041227>

This CARavan will have a limit of 25 Full Classics®.



Skytop Resort in the Pocono Mountains of Pennsylvania

- Check
- Cash
- Charge

CCCA CARavan Registration Form
HERITAGE CARavan
MAY 11-18, 2026

OFFICE USE	
ENTRY NO.	
ASSIGNED PLATE NO.	

Date _____ Fax _____
 Name _____ first _____ last _____ Phone _____
 Address _____ street _____ city/town _____ state/zip _____ E-mail _____
 Spouse's first name _____ Your first CARavan? Yes No Car's first w/you? Yes No Trailer parking? Yes No
 Passengers other than spouse _____ Special CARavan plate no. desired _____ (between 10 and 100) Your state license plate no. _____
 Home Region _____ Model Year _____ Cyl. _____ Model/Series _____
 Make of Classic _____ Body Builder (if Custom) _____
 Body Style _____ Modifications _____
 New Coachwork/Altered-body? _____
 Your Classic Car Liability and Physical Damage Insurance Carrier's Name _____ Policy No. _____

**Insurance
Fire
Extinguisher
Safety Glass
All Around
Required**

Non-refundable registration fee of \$300.00 covers car, driver and one passenger. Extra adult passengers are \$50.00 each and will include a personal tour book and name tag.

Check should be made payable to: CCCA. Mail to CCCA, PO Box 6526, Somerset, NJ 08875.

If paying online using a credit card, a 3% processing fee will be added to the transaction

BUS TRIP TO THE SIMEONE MUSEUM



Greetings Folks!

I am working with the Delaware Valley Section of CCA to organize a bus trip up to Philadelphia to see the magnificent Simeone Collection of automobiles. We'll depart by bus Saturday morning, arrive before noon at the lovely Popi's Italian Ristorante for a delicious Italian lunch, and then make our way to the museum. We'll return home late that afternoon.

To sign up, please contact:

John Schiech # 410-458-6316
Robert Praetorius # 609-231-8347

- John Scheich

SIMEONE FOUNDATION AUTOMOTIVE MUSEUM

Simeone Foundation Automotive
Museum: simeonemuseum.org



Popi's Italian Ristorante:
popisrestaurant.com

DIRECTOR'S MESSAGE (CONTINUED FROM P. 1)

first one comes up

quickly; it's an open house and tour of the Plumbo Buckley Museum in Egg Harbor Township on April 11, 2026 from 11:00 AM until 3:00 PM. It's a private collection and only open to select groups. Victor and Marie Plumbo have an eclectic collection of cars, boats, motorcycles, and auto memorabilia. There are some very rare cars that are prized and pursued by some famous collectors. If you bring a classic car to this event, your lunch is free. Please see the flyer in this newsletter for details.

The second event is a team effort with the Chesapeake Bay Region and the Delaware Valley Region. The CBR is sponsoring a bus trip from the Chesapeake to Philadelphia on April 25, 2026. The CBR group will be joining the DVR group for lunch at 12:00 noon at Popi's Restaurant located at 3120 S. 20th St., Philadelphia, PA 19145. After lunch, we'll all proceed to the Simeone Museum. The CBR is treating the bus ride, the DVR is treating the lunch, and each

member will be responsible for the Museum entrance fee. This is a great time to meet and greet some of our car members from the CBR. Please see the flyer in this newsletter for details.

We have a great article from our fellow member Joe Lucks about the Willys-Knight marque. We also have a really neat historical article about the Cummins Diesels at Indy contributed by William Pearce with Old Machine Press. It's a piece of history I was not unaware of.

In conclusion, I hope this information inspires you to dig your cars out of the garage, dust them off, and fire them up for the season. If you don't drive them, you and the cars will become dinosaurs. Remember, life all about the ride. So let's get them out and enjoy them.

Robert Praetorius,
Director



CAR-TEFACTS: SIMLER TURN SIGNAL, c. 1929

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

This turn signal was invented by Oscar J. Simler and patented in 1929. Aside from signaling turns, the device would signal for slowing when the brake was pressed, and signal a stop when the brake and clutch were both pressed. Turn signals were not offered to consumers purchasing cars until 1939, and they were more widespread in the late 1940s, when large numbers of car manufacturers offered them to consumers.

As more and more Americans took to the wheel, they often tinkered with their cars so that they more effectively suited their needs, or to overcome early automobiles' very obvious limitations. A users could buy kits that converted Model T's into a stationary engine, lights, turn signals, anti-theft devices, and a host of other products that the makers of auto accessories touted as essential and useful. Although not all of them worked, or were successful, some of these early add-ons, became standard features on later cars.



"Turn signals became prevalent after the war. My 33 Stutz doesn't have them. So I have to use hand signals. I have almost been hit twice when making left hand turns. When I point with my hand indicating a turn, people behind me think I'm motioning them to pass me. The drivers today have never seen hand signals."

- Robert Praetorius

continued on next page >

CAR-TEFACTS: SIMLER TURN SIGNAL (CONTINUED)



Credit:

Gift of Eleanor Rhue

Date made:

ca. 1929

Exhibition:

National Museum of American History,
"America On The Move"

Details:

www.si.edu/object/simler-turn-signal-automobile:nmah_1448933



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: How do you weigh an automobile?

A: It's just like weighing a person, but on a larger scale.

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FOR SALE: 1940 CADILLAC 75 SERIES CONVERTIBLE FOUR DOOR SEDAN



This beautiful vehicle is number 19 of 45 cars built. This was the last year Cadillac produced a four door convertible sedan. It is believed to have been purchased by the DuPont family in December 1940 from the Delaware Cadillac Dealer.

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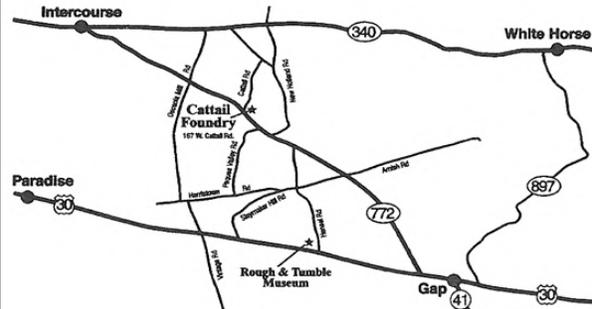
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- Please do not touch the vehicles. If you need help, please let one of our staff know, we will be glad to assist you.
- Please do not allow children to touch or climb on the vehicles or run in the building. The floors can be slick, and falls can happen.
- 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

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